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



June 2010

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The new Porsche 911 GT2 RS; photograph,
courtesy of Porsche AG press archives



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PRESIDENT'S MESSAGE



Martin Tekela
UCR President

May started off with our second, sold-out, Introductory Driving School (IDS) event of 2010 at Mosport on Saturday. Thirty enthusiastic Porsche drivers were taught the basics of high performance car control and the benefits of proper vision techniques in driving. The next opportunity for UCR members to register for an IDS will be the Shannonville event on August 21, 2010. One big advantage for aspiring trackies at this Shannonville IDS is that they will be able to proceed directly to lapping on the track after completing their IDS sessions. Thanks go to Chief Instructor Stephen Goodbody and the DE track team for organizing these IDS events and to the DE Instructors and other volunteers who come out to help make these events a success.


Our annual "Shift into Spring", which was held at Pfaff Porsche on Sunday, May 2, was our biggest event in the past twelve months, with nearly 200 members and guests attending. The Goodie Store was a big draw for attendees, as were the other vendors who displayed their products and services. Several UCR Event Chairs were also present with tabletop displays of their event plans for 2010. Many thanks go out to Jeff Wagman, who has been the organizer of this event for the past eight seasons. Jeff is stepping down as the "Shift into Spring" Event Chair this year, so the club is actively seeking a replacement for Jeff. Please contact any UCR Board member or me if you wish to volunteer to organize this important annual event.

The 2011 National PCA Parade has changed venues and will now be held in Savannah, Georgia from July 31 to August 6, 2011. Please refer to the PCA National website for more information on this very popular annual Parade.

Porscheplatz will be back again this year at the American Le Mans race, to be held at Mosport on August 27-29. There will be a large tent co-sponsored by Porsche and the PCA with enclosed private parking for registrants' Porsches. There will likely be visits by Porsche Factory personnel as well as by private Porsche race teams. I believe a catered lunch will be included on the Sunday of the race weekend. UCR is looking for a number of volunteers to assist at this event. Please contact me if you'd like to help out and refer to the UCR website for more information as the event approaches.

The UCR Board of Directors recently agreed that all registration fees collected for DE events to be held after July 1 will be subject to an 8% surcharge to cover the club's tax liabilities for the new upcoming 13% HST, which comes into effect in Ontario on that same date. The 5% GST is currently included in DE event pricing and will continue to be absorbed by the club in 2010. Events in 2011 will likely see net pricing published with the full amount of the HST added afterwards.

PCA National is looking for a small annual membership price increase to reflect some increased operating costs and better revenue sharing with regions. They will vote on this in July and, if passed, you can expect to pay about \$4.00 more per year for your PCA membership dues.

Hope to see you at an event soon. 



2010 Calendar of Events

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

JANUARY

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

FEBRUARY

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

27 Sat Zone 1 Tech Tactics in Danbury, CT

MARCH

5 Fri UCR Ski Day at Osler Bluff Ski Club

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

APRIL

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

17 Fri Skid Pad School at Mosport

25 Sun UCR Autocross at the Toronto Star facility
in Woodbridge

MAY

1 Sat Skid Pad School at Mosport

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

8 Sat UCR Rally (visit pcaucr.org)

11 Tues UCR Social and Meeting of Members
at Xaphire Restaurant, 530 Eglinton Ave.
West, Toronto

15-16 Sat UCR Driver Education at Mosport

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

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

29 Sat Beaver Valley Fun Run

JUNE

5-6 Sat-Sun UCR Driver Education at Mosport

8 Tues UCR Social Meeting (visit pcaucr.org)

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

20 Sun UCR Autocross at the Toronto Star facility
in Woodbridge

27 Sun Annual UCR Concours d'Elegance at
Legendary Motor Cars (visit pcaucr.org)

JULY

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

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

13 Tues UCR Social Meeting (visit pcaucr.org)

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

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

AUGUST

8 Sun UCR Tour with Ontario Wine Society

10 Tues UCR Social Meeting (visit pcaucr.org)

15 Sun Collingwood Area Fun Run

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

28-29 Sat-Sun PorschePlatz at the ALMS race at Mosport

SEPTEMBER

9-12 Thu-Sun PCA Escape, BC

14 Tues UCR Social Meeting (visit pcaucr.org)

19 Sun UCR Autocross at the Toronto Star facility
in Woodbridge

25-26 Sat-Sun UCR Driver Education at Mosport

OCTOBER

1-3 Fri-Sun UCR Multi Event Weekend
(visit pcaucr.org)

10 Sun UCR Autocross at the Toronto Star facility
in Woodbridge

12 Tues UCR Social Meeting (visit pcaucr.org)

16-17 Sat-Sun UCR Driver Education at Mosport

NOVEMBER

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

20 Sat UCR Awards Banquet UCR Awards Banquet
(visit pcaucr.org)

DECEMBER

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

EVENTS



Social Events

Submitted by Richard Bain

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

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

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

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

June 8, 2010

Downtown Porsche

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

July 13, 2010

More Information on Page 18

Ciao Bella Ristorante

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

August 10, 2010

Pfaff Oakville

1-2416 Wyecroft Road, Oakville L6L 6M6
(905) 469-8854

September 14, 2010

Mimico Cruising Club

200 Humber Bay Park Road West, Toronto M8V 3X7
(416) 252-7737

DRIVER ED

Introductory Driving School

Saturday, April 17th - Mosport Training Facility

Saturday, May 1st - Mosport Training Facility

Saturday August 21st - Shannonville Facility

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

Driver Education Programme Dates

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

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

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

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

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

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

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

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

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

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

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

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

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

WELCOME!

NEW MEMBERS

| NAME | LOCATION | MODEL | THANKS TO |
|------------------------------------|--------------|-------------|---------------|
| Fareed & Laurie Ali | Toronto | 10-Panamera | Pfaff Porsche |
| George Anderson | Toronto | 07-Boxster | |
| James Bamford | Mississauga | 04-911 TT | |
| Wayne Carson & Esmee Van Riemsdijk | Mississauga | 05-911 T | Annie Rizen |
| Blair Dagget | Simcoe | 03-Boxster | |
| Joseph D'Angelo | Oakville | 08-Boxster | |
| James Edward Dean | London | 69-911 | David Stewart |
| Michael & Suzanne Donne | Williamstown | 09-Boxster | |
| Grant & Brenda Elliott | Guelph | 87-944 | |
| Curt Emmott | Burlington | 99-911 | Mantis Racing |
| John & Frank Ferrari | Mississauga | 00-986 S | Mantis Racing |
| Charles Figueira | Mississauga | 88-911 | |
| Christopher Glanville | Midhurst | 88-944 S | Mantis Racing |
| Paul Gogan | Toronto | 09-911 | |
| Jim Hall | Ajax | 89-911 | |
| Stephen Hodowany | Oakville | 99-911 | |
| Andrew & Cecil Haluskay | Toronto | 06-Cayman | |

> Continued on Page 10

Congratulations to James & Christina McDougall on the birth of their son Kaelen; April 13, 2010

CONGRATS!

ANNIVERSARIES

20
YEARS

Peter & Ursula Balzer
Rainer & Eileen Beltzner
Koren Volk

15
YEARS

Dennis & Donna Czosnek

10
YEARS

Darrin Hopper & Heather Gillis
Vicky Lo
Tomiko & Walter Murk
Barbara Schulz
Peter & Lorrie Wright

5
YEARS

John Bruce
Michael Dennison
Gary Gander
Dora Lee
Karen Marrello
Gordon & Elspeth McLean
Martin Mezzera
Roger Sholanki
John Treble



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EDITOR'S RAMBLINGS



Kye Wankum
Editor

You'll notice my name atop John Adam's monthly historical column this month. No, I did not put it there. I leave John's historical meanderings strictly alone. Seeing my name there did bring back some memories though. I bought my first Porsche 26 years ago, a 1959 356A cab ('Lou-Lou'). I wanted this over any other Porsche at the time – it was the essence of Porsche to me. I joined the Club a couple of years later, prompted by one of those yellow membership recruitment cards stuck under my windshield wiper, back in '88. These cards do work, and I urge you to use our new recruitment postcards whenever possible. A new one will be coming out with next month's issue of Provinz.

My friend, Greg Doff, joined UCR shortly after me and almost immediately got involved with the DE programme and, as is his nature, immediately began talking me into joining in as well. Never doing anything in a halfway manner, I purchased a 69-911 ('Boris' – what's the matter? Don't you name your cars?), prepared it strictly for track use and had chief instructor of the time, Howard Dexter, sign me off for solo driving in the pouring rain at Shannonville a few events later. It took no time at all to take that a step further and, together with Greg, purchase our first vintage race car in 1990, a '68-911 L. Ten years after that, we were running in professional sports car racing events around the globe. The long and the short of it: this club has opened the doors to many a great adventure for me. Whether you are going to race or just learn to get the most out of your Porsche in a safe and controlled environment, this club has the programme for you to get started. You owe it to yourself to give UCR DE's a try.

Calling for Volunteers! That is the theme during this busy Porsche season, as UCR activities and great events abound.


Next up this month, after you have received your June issue of Provinz, is one of the four scheduled UCR Autocross events of the year. Check page 14 of the April edition of Provinz or visit pcaucr.org for more information.

Then, close to my heart, all of our membership will convene at The Porsche Gathering of the Season: The Annual UCR Concours d'Elegance, presented by a new sponsor, Tire District, to be held June 27th at Legendary Motorcars in Halton Hills. Please see the insert in this issue, and visit pcaucr.org for additional details. The latter will include specifics on The Great Upper Canada Picnic Basket Competition to be held there. Not a first, but a great fun endeavour, this competition is brought back by UCR Concours chair, Marc Plouffe.

The beginning of July will see another terrific gathering of our favourite automobiles: The Yorkville Exotic Car Show, alas, sharing the limelight with some Ferraris in a most glamorous setting. By now, you may have missed the opportunity to display your car there, but do take the time for a great outing and the chance to sponsor one of the cars for charity.

Speaking of volunteers, not too far down the calendar, at the end of July, UCR is once again hosting the PCA Club Race at Mosport. Our event chair, Wayne Spiegelberg, is sure to welcome a few helping hands.

Volunteering is fun; it's easy and a great way to enjoy our many events, and a great way to make new like-minded friends! See all of the contact info in this issue of Provinz or visit pcaucr.org.

Have a great spring! 

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THE WAY WE WERE...

20 Years Ago

Kye Wankum graduated from our preliminary driver's school. A sad note covered the passing of my old friend Brian Hardacre. Parade was in Monterey, CA. DE events were single days and cost \$75. It seems that a track dog ate the gourmet lunch of Botho von Bose at one of the early events. Bruce Farrow formalized a track operations group with names assigned to specific positions. The Rothmans-Porsche Turbo Cup race series showed a list of seven races, including a 24-hour race at Mosport. Bruce Farrow was selling a lot of parts.

15 Years Ago

A DE weekend was \$195. Shift Into Spring was huge and included a Harley Davidson fashion show. Karl Thompson was a "DE track virgin", later to become a racing entrepreneur. Super Dave Osborne wrote about fuel injector cleaning at Rupert Bramall's shop. I remember having that done too. Parade was in Portland, OR. Mike Tambllyn went on about consistency on track.

10 Years Ago

I was reminded that my old friend Colin Black is now a 25-year member and Geoff McCord is a 35-year member. Geoff was our first club president. Jim Kenzie was speaker at our monthly Social. Driver Ed Weekends were \$220. Parade was in Sacramento, CA. Fun Runs were a big deal. Andy Wright went on about Left Lane Loonies on his way from Florida in an RV. Le Circuit Mont Tremblant was closed for renovations all season. David Langton completed a two-part article on his Daytona race weekend visit. Joel Reiser had an entry in the race. Various members attended back in those days. John Van Atter was promoting a September wine event. Lindsay Gillespie wrote an engaging article about his past personal Porsches. We should have more of those.

Contributed by John Adam, UCR Historian

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Zone 1

Dates & Notes

The Concours d' Elegance and Rally at the famous Old Westbury Gardens on Long Island the weekend of May 15th and 16th was a sight to be seen, as was the Porsche Clash at the Glen May 28th to 30th. A big Thank You to the UCR volunteers.

• **New!** Porsche Corral at Watkins Glen International during the Gran-Am weekend June 4th, 5th and 6th - Six Hours of The Glen. This year there will be a hospitality tent with food and refreshments on Saturday - the main race will start at 2PM. The weekend ticket is only US\$ 30.00.

Coming up are:

- 48 Hours, DE at Watkins Glen, June 19th and 20th.
- Autocross in Devens, MA, August 29th and 30th.

National events not to be missed:

- Parade in St. Charles, IL, July 3rd to 9th.
Registration is still open. Check pca.org
- Escape to Sun Peaks, BC, September 9th to 12th.
www.pcaescape2010.com

Please check with me or go to the Zone 1 site Zone1.pca.org.
Please see the ads for the 48 hours at the Glen and the Autocross in Devens, MA, elsewhere in this issue.
There will also be an ALMS Porscheplatz at Mosport Aug 29th and 30th – more details will follow.

Come out, participate, and show the UCR flag.

Botho von Bose, Zone 1 Rep

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New Members Continued from Page 7

Ben Hanuka
Paul & Janice Harris
Chris Holz
Paul Ip
Michael Jordache
Uttam & Pratima Kalicharran
Phillip & Vivian Lee
Jean-Sebastien Leroux
Frederick Marchildon
Michael & Lisa Marks
Michael McDonnell
Duncan McIntosh
John McLaine
Brett Merrington
John Mikelsons
Stephen Muller
Dave Nicholls & Norm Joy
Rod Oliveira
Stan & Oksana Parkanski
Rob Paron
Richard Pay
Bernd & Nancy Schroder
Steven Schroeter & Tammy Stowe
Andrew Selbie
Daniel Tobok
Al Velshi
Scott Zies

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Thornhill
Burlington
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Toronto
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Toronto
Vaughan
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Mississauga

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06-911
91-911 T
96-911
04-Boxster Anniv. Edition
06-Cayman S Shift into Spring
91-911
02-911 Downtown Porsche
00-911
90-944 S2 German Autowerks
85-911
88-911
84-911 Alan Whitten
06-911
06-911 C2s
88-944 S
06-Boxster S
89-911
10-911 C4S Mark Lue
06-Boxster S Pfaff Porsche
07-911
09-911
00-Boxster
05-911 TS
04-911 C4S
08-911 T
01-911 T

Fun Run London to Stratford

Saturday, 19 June 2010

RSP Motorsports is proud to invite you on their first annual Porsche Fun Run. Come share the road from London to Stratford with other Porsche drivers who share your enthusiasm for the car.

The run will start on Saturday June 19th at 9:00am at RSP-Motorsports for some coffee/donuts and a tour of the Performance Test Centre where RSP staff will perform a demonstration of their state of the art dyno equipment before heading out to cruise the back roads to Stratford. A prize draw of a Deluxe Dyno Package (retail value \$580) will be held for all Fun Run participants just before the cruise starts.

The Church Restaurant (<http://www.churchrestaurant.com>) in Stratford will be hosting our French cuisine lunch (prix-fixe menu of \$35/pp). After lunch we will return to RSP-Motorsports for refreshments, where Renato Fausch (co-owner and technician) will talk about modern diagnostics and annual testing of your Porsche to ensure the engine/drivetrain remains in good condition.

Fun Run Host: Sean Batte (519) 474-6808

Sponsor: RSP-Motorsports, 15 Springfield Way, Komoka-Kilworth, www.rspmotorsports.com

For information or to register, please contact Donna Chhangte at (519) 474-7700 or by email donna@rspmotorsports.com

Please RSVP by Friday June 4th and indicate if you will be bringing a guest. Fun Run space is limited, so please RSVP early. The Fun Run will proceed rain or shine. ☼

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UCR'S **SHIFT**^{TO} **SPRING**

Sunday, May 2 at Pfaff Porsche
Report by Jeffrey Wagman;
photos by Eshel Zweig

Because of the difficulties of setting up outdoors, with the early morning rain, and some of the exhibitors being unhappy about this, it was quickly decided that indoors it would be. Mantis was the brave outfit and, eventually, the smart one who stayed outdoors as the weather turned to muggy and lots of sun! All in all, the event went off smoothly as always, and everyone seemed to have a great time. There were 172 paid visitors to the event.

We had a parking lot with many Porsches, as well as a couple of vintage 356's that drew much attention. Porsche Cars Canada was to supply a couple of cars but, understandably, with the forecast of thunderstorms (which didn't happen), Laurance Yap (Manager, Public Relations, PCC) came and worked the crowd and displayed himself! The Vendors were fabulous with all the latest and greatest stuff available, with a new Vendor that has the unique product of putting your memories into a story book format for display.

Pfaff once again went way over the top to accommodate us, and I would like to especially thank Greg Moisley and his staff for his exceptional assistance in planning and pulling off this day.

Thank you to everyone who was there and helped.

Unfortunately, I have decided to step down as chair for this event after 8 consecutive years. I look forward to assisting the next chair in making sure that this large event always will continue to be a successful one. ✱





LETTERS TO THE EDITOR

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

Submissions are due on the first of the month to be published in the following month's issue of Provinz. Please submit your contributions to:

letters@pcaucr.org

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By Kye Wankum; Photograph by Michael A. Coates

This year, on Sunday, June 27th, UCR is once again hosting a Concours d'Elegance of a more traditional format. The event is for Porsche cars only - all ages and types are welcome and will be divided into 18 separate classes. Each class winner will receive a beautiful trophy, courtesy of Your Auto Mementos. The competition will be decided through peer judging by all registered entrants. Additionally, there will be a People's Choice Award for one of the registered cars, to be determined by all entrants and the attending spectators. As an added Fun Factor, we will be featuring a Picnic Basket Competition - the sky is the limit on this, and it too will be judged by the entrants and spectators at the event.

We want to see all of you out there, with your precious garage queens, and your everyday road-going drivers alike. Come and join the fun. Take the opportunity to visit the Legendary Motorcar facility, bring the family, and enjoy an early Sunday with nothing but great cars and great people. Admission to the UCR Concours is free and spectators are invited to attend and join in the fun!

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- Racer registration opens June 13th on <http://register.pca.org>
- To order tires for this event, contact eric@megawheelz.com
- Advanced Solo Lapping registration is now open at www.pcaucr.org
- All driving participants are scheduled a minimum of 2 hours a day of on-track time
- To volunteer for this event, please contact Mike.Edmonds@itweapons.com
- For more information, please contact Wayne Spiegelberg at spieg57@gmail.com

Come join us in celebrating Mosport's 50th Anniversary in Canadian Motorsports

 **Castrol**

EDGE

10 YEARS LATER THE WATER- COOLED 911 RACE CARS

Part 4, By Kye Wankum

The Kyser Racing crew is investigating where the smoke may be coming from.

Following our race at the Nürburgring, it was time for my GT3 R and equipment to be shipped home to North America. I imported the car through one of my Delaware corporations based in Atlanta, to take advantage of not-a-small savings in duty and taxes over what I would have had to pay upon bringing it into Canada. In future, the car would enter Canada only on a bond, with its permanent home being in the US. I was also able to have the German VAT reimbursed to me by Porsche Motorsport, now that the car had left the fatherland.

We did bring the car back to Toronto, to give it a thorough going-over at our own shop, before heading back out, this time to the next scheduled ALMS race at Sears Point, California.

Here is what I wrote for Provinz back then:

Sears Point – July 23, 2000 – 2 ¾ hour.

Well, Lady Luck was not on our side at Sears Point. After the break in the ALMS schedule, caused by the month of June at Le Mans, and now finally having had the car at home in Toronto to do some work on it; with glorious California weather but an extremely tough track to drive; with new recruit, hot-shoe Joe Foster, to round out the driver line-up of Greg Doff and yours truly; and after qualifying the car quite well, the engine failed us after only three laps into the race. A valve spring retainer had decided to let go and cause some havoc. This actually only became apparent to us because the marshals, noticing smoke coming from the car, black-flagged us. The smoke was caused by oil dripping down to the headers because of the engine components starting to

break through a valve cover. To the driver the engine actually seemed to still be running normally and pulling strong.

Porsche Motorsport North America was quite apologetic for this engine giving up prematurely and a deal for a loaned engine for the following race at Mosport, while this one was being rebuilt, was made almost instantly, right in the paddock. At a rental rate of 900.00 USD per running hour – a discounted price, while the rebuild will be 30K.



The Track: As mentioned, we found the Sears Point racetrack very difficult to drive. This was partly due to our car being set up far too stiff (the team having been spoiled by the smooth tracks of Europe) because this track is in very bad need of pavement improvements, and the load changes, caused by the track's elevation changes and some very tight turns, are quite drastic.

Adding to the difficulty

caused by this roller coaster ride with its up and down, and over and under, and the apparent lack of any sort of rhythm, which is sure to elude anyone who has not had the opportunity to spend plenty of time there, is the lack of run-off areas, thus increasing the track's intimidating character. As Mosport is to us, I'm sure that as a home track, Sears Point is a blast for its regulars.

2000 GT3 R cockpit: STACK instruments, MOMO mod 07 steering wheel, RECARO seat; note the 996 dash, with carbon panels that hold the gauges/lights

2000 GT3 R specifications

2000 Vehicle Description (according to 2000 ACO Le Mans Regulations)

Engine

Six cylinder boxer engine;
3600cc, 76.4 mm. stroke, 100mm bore,
maximum torque 380 Nm @ 7000 rpm,
power 300 kW (410 HP) @ 8200 rpm with 43.1 mm restrictor,
maximum rpm 8500,
water cooled with oil heat exchanger,
dry-sump lubrication
intake system with six throttle valves,
Bosch MS 3.1 fuel injection with detonation control,
exhaust manifold open, without catalytic converter,
108 RON octane leaded fuel.

Power Train

Six speed manual transmission type G96/61 with oil cooler, cable controlled gear shift mechanism,
rear wheel drive,
single mass flywheel with racing clutch,
limited slip differential - 40/65%
gear, ratios (as delivered)
ring and pinion 7/35.
1st gear 13/41
2nd gear 20/40
3rd gear 25/29
4th gear 29/36
5th gear 32/33
6th gear 35/30

Bodywork

Revised 996 chassis with front and rear composite fender flares, composite front nose, front fenders, front and rear hood, doors, rear tail and rear lid;
aerodynamically optimized front nose and rear tail,
welded-in safety roll cage,
racing bucket seat (driver only),
six-point seat belt/harness,
MOMO steering wheel,
fire extinguisher,
100 liter FT 3 safety fuel cell, air jacks,
plastic door, side and rear windows.

Suspension

Electrically actuated power steering,
McPherson front suspension with ball joints,
multilink rear axle with ball joints,
coil spring with adjustable ride height and rate,
Bilstein adjustable shock absorbers,
wheels: three piece BBS
front - 10" X 18",
rear - 11" X 18",
Pirelli rain tires
front 265/645 X 18,
rear 295/680 X 18,
center lock hubs/wheels,
front roll bar adjustable in five positions,
rear roll bar adjustable in three positions,
drive shafts with CV joints.

Brake System

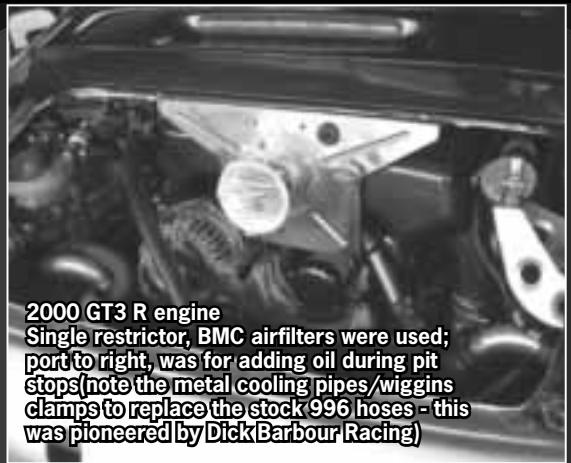
Twin pedal system with two master cylinders and balance bar,
internally vented brake discs
front - 380mm diameter,
rear - 355 mm diameter,
no ABS

Electronics

Bosch MS 3.1 engine management
Stack display with integrated data recording (data recording device: optional)
lap trigger over Stack display
12V 50 Ah battery
alternator 110 amp

Vehicle weight

Approximately 1,100 kg (2442 lb.) per Le Mans Regulations




2000 GT3 R engine

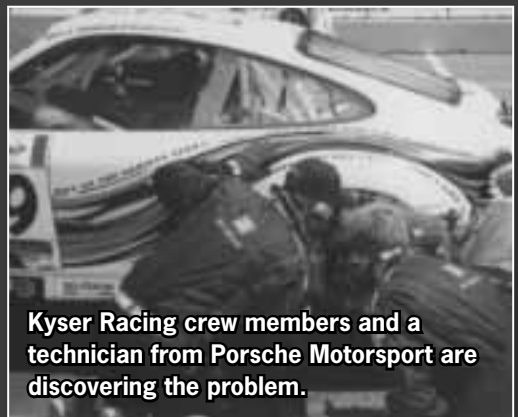
Single restrictor, BMC airfilters were used; port to right, was for adding oil during pit stops (note the metal cooling pipes/wiggins clamps to replace the stock 996 hoses - this was pioneered by Dick Barbour Racing)

The overall winners at Sears Point were Rinaldo Capello and Allan McNish in the Audi R8 LMP900 prototype, GTS was won by David Donohue and Tommy Archer in the Team Oreca Viper GTS-R, and GT by Dirk Müller and Lucas Luhr in the Dick Barbour Racing Porsche 911 GT3 R. 12 Porsche GT3 R's were entered with four others suffering accident damage, while ours was the only one succumbing to engine failure. Incidentally, in GT, the Prototype Technology Group BMW M3 of Boris Said and Hans-Joachim Stuck would have beaten the Porsche had it not been disqualified post-race for its fuel tank being found larger than the rules permitted; 102 vs. 100 liters. As it happened, this BMW was the only car we finished ahead of.

Four days later, Autosport magazine from England proclaimed on its cover: Villeneuve shocks F1 with BAR deal.

Our next race would take us to our home track where luck would still not be catching up with us. Find out more in next month's Provinz.

With generous help from Robert Overholser, Lufteknik; www.lufteknik.com; www.gt3r.com 



Kyser Racing crew members and a technician from Porsche Motorsport are discovering the problem.

Don't Miss This Upcoming UCR Social

Submitted by Laurel Ward

July 13th, 2010

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This evening, Jack Boxtrom of RM Auctions will give us a primer on the Collector Car auction business. Jack, a UCR member, is a Collector Car expert extraordinaire. His passion for cars is apparent immediately upon meeting him. Jack is well known in the Collector Car auction world, having been associated with RM Auctions for over 10 years. Headquartered in Blenheim, Ontario, RM Auctions is recognized as the world's premier Collector Car auction house. Personally, Jack has raced for over 40 years, and is a collector of vintage racing cars, former proprietor of Shannonville Race Track, the former manager of rock band Rough Trade, and a graduate of Ontario College of Art. This promises to be a lively and interesting meeting. We hope you can join us!



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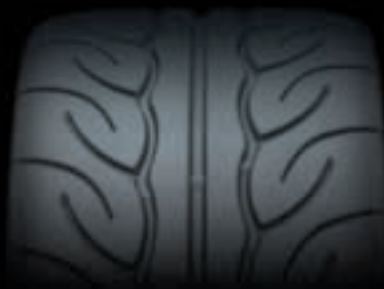


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UCR TECH SERIES



Photo by Michael A. Coates

THE TECHNICALITIES OF GETTING FROM STREET TO TRACK... PART 7

Story by Phil Downe, UCR Director and
Publisher of Provinz; photos by the author
unless otherwise noted.

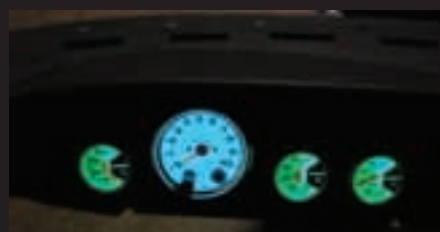
Wow, just like you, I am beginning to wonder if this 944 "re-build" story is ever going to end. Sorry, but I haven't got the answer to that question yet. Kye Wankum, our Provinz editor, is holding these pages for me as I start writing this, it's way past the submissions deadline and I still don't know if I can fit everything into this, hopefully, final chapter. So no peeking ahead, and lets see if I can wrap it all up with this seventh of what was supposed to be a five-part story.

We left off last month with me cracking a corona, my headers somehow in Wisconsin and incompatible hubs for the turbo spindles. We had just lain in the stripped-down engine harness and hooked it up to the S2 DME, (Digital Motor Electronics). The fuse box looked deserted – just a few fuses and relays, but barren compared to before.

Still working the top of the engine we installed the intake manifold, the throttle body and the fuel rail. A quick cyber trip to E-Bay had solved the hub issue. Markus picked up a set of '86 Turbo hubs, plus spindles, for \$300.00. We cleaned up the hubs, re-packed the bearings with grease and replaced the hub seals. The cross-drilled turbo brake rotors were then bolted to the hubs and the assembly then mounted perfectly over the spindles we had previously installed.

The Brembo brakes we pulled off the '91 S2 donor car were pretty much shot and needed a rebuild. Luckily, all the pistons were still good but the area below the slider plates was completely corroded. The old plates had to be pulled out and replaced to allow the brake pads to slide easily. It's one hell of a job. With the caliper firmly clamped into the vice by its mounting tab, I cleaned up the four Allen-head bolts on each caliper that held the upper and lower plates in place. Each bolt then had to be torched red-hot before they could

>

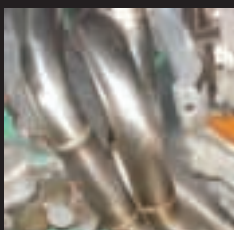


> be pounded loose with an air-powered chisel to break the bond to the caliper. Once loosened, they were easy to unscrew with an Allen key. Four calipers, eight new slider plates and sixteen stainless steel bolts, some black VHT caliper paint and a new set of ceramic pads and the brakes were ready for installation, but the better half of the day was long gone.

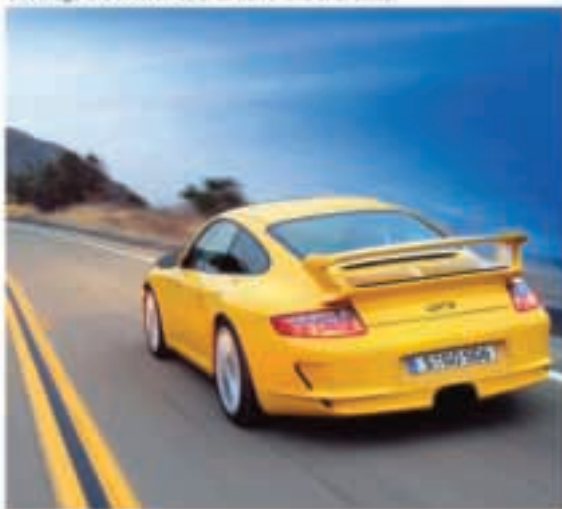
I had mentioned previously how we had cut up the dash, stripped it down to the bare metal and dumped the factory instrument cluster to save weight. I had also mentioned that we pulled out the blower and heater assembly, among other things for the same reason. The 30-pound blower assembly was replaced with a 360 gram, three-inch, bilge blower fan that we installed under the dash with a light-weight flex hose to direct the air up through the metal dash via the plastic factory diffuser and onto the windshield. This little marine-supply fan blows 137 FPM, which is plenty to keep the windshield clear of fog with the flip of a dash-mounted toggle switch.



Ask any DE driver how fast they were going and you'll typically get the same answer, "Oh, I don't know, maybe this or that speed..." The fact is a speedometer is pretty useless for a track car or any car while on the racetrack. Top speed at Mosport is at the end of the Andretti straight but no one is checking the speedo going into the Esses (8, 9 & 10). The driver's attention is focused on the braking zone, a clean down shift and the driving line. For the custom dash we built - as only the basics were called for - a tach with a programmable shift light, plus a water temperature, oil pressure and a voltmeter gauge, and >



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Photo by Michael A. Coates

> I've got all the information I need to protect my investment. We had trouble finding a Porsche-compatible fuel gauge so we just stuck an amber, LED warning light on the dash that is activated by the reserve level warning in the fuel sender and I'll just have to brush up on my fuel consumption math.

There's another toggle switch for the rear lights when running in the wet and two others. One was installed as a spare and the other was supposed to be for a wiper, but I opted instead to have the windshield treated with PPG's Aquapel Rain Repellant. So now I have two spares.

The dash is held in place with two screws, one in each A-pillar and two small bolts attached to a center-pillar made of light sheet metal, which also holds the ignition-switch and push-to-start button. All the dash wiring is grouped into two bundles, bound in wire loom and it all connects into the fuse box with one five-point and another four-point trailer connector. If needed, the entire dash assembly can be removed in under five minutes.



Having spent all that time cleaning the engine and engine bay, we wanted to maintain a real clean look and minimize visible wiring. Whenever possible we ran wires through the frame, safely bundled in wire looms. The fan control wiring runs inside the left-side frame and the ignition and igniter module wiring runs inside the right-side frame. We stashed the coil behind the headlight cover panel to tuck it out of the way and out of sight.

Those wayward custom-built, stainless steel, Stahl 944 S2 headers finally arrived and we already had the three-inch Magnaflow custom muffler and coupler in stock. The remainder of the exhaust system was all custom built in-house with mandrel bends. It's great working in a shop that has all the right metalworking equipment.

Markus found a lightweight, sealed, racing battery, which only weighed fifteen pounds versus the fifty-pounder that I was carrying around last season. We had to build a custom bracket to secure the battery, which was an ideal use of the leftover aluminum that we had used to shape the brackets to hold the headlight covers. We also installed a master kill switch under the hood with an exterior pull-to-kill access point.

Speaking once again about weight, when I found myself with nothing to do I'd heat and scrape off sound-deadening material in the back hatch and inside the rear quarter-panels. Between the factory-installed cardboard and thick, sticky rubbery stuff I pulled off another

one and a half pounds of useless weight.

I started work on the custom hood pin brackets, but that was it - the day was over and I had to head back to Toronto. It was Monday night. My trailer was sitting in the Blaszak yard and neither it nor the car that was supposed to be strapped to its bed would be going anywhere that night. Five days to Mosport and the first DE event and there was still lots of work to do. >



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> The brackets for the headlight covers weren't completed and the covers had to be properly fitted. There was a gaping hole in the rear where the spare tire well had been cut out to reduce weight and clean up the airflow under the car. That had to be sealed off. When the radiator fans kicked-in the gages lost all power. There was a cross-feed somewhere that needed to be located and fixed. The driver's side Kirkey

down that would ruin the first session of the 2010 DE season for everyone. Markus was exhausted Saturday morning. He had worked late into the evening and had loaded the car onto the trailer sometime after midnight. He had dropped it off in the upper paddock at 6:30 AM before registration opened. I had unloaded it and had plenty of time for the Tech line inspection and a walk-around before the track went hot at 9AM. I'm rolling down pit lane trying to convince myself that even tired he's still the best 944 builder around.



seat, both SFI harnesses, steering wheel, Wink mirror and front grills still weren't installed. We also needed an alignment and the original "flush-out" oil drained off and replaced with 10W60 GT1 synthetic motor oil and a new oil filter.

The wiring was potentially the biggest problem. We were merging two different models, a 1986 944 and 1991 S2, each with different wiring diagrams. As the original '86 was also an early build, (February), a third set of wiring diagrams was needed as the early '86's still used the '85.5 wiring for the doors and power windows. Markus and Rose Blaszk are the UCR track registrars. That task combined with my work and all the technical inspections he had to do was going to make for a very busy week.

To say that my anxiety level was a little elevated would be an understatement. My greatest fears mentioned in part five were about to be realized - I'd be shaking-down the car on May 15, 2010 in front of 130 fellow UCR club members. The wheels would roll through staging and down pit lane for the first time in the White run group as thirty drivers headed out on track. Any little glitch in the wiring could lead to a break-



"Pit-out" waives me through and the first sensation is the sound. It's loud and guttural even at low revs. I'm going to ease into it and set the rev light to 5,200 RPM. Twenty brake applications to seat the new brakes – lets call it three laps. The lack of power steering, which had been converted, was plainly evident but I liked the feedback. The five-panel, panoramic Wink rearview mirror was a distraction at first – way too much information, but I was able to adjust quickly and filter out all but the essentials.

Shifts were smooth and the gates seemed shorter. Coming out of 5B in 2nd, I'd be in fifth gear a hundred meters before 6 with no effort at all. I threw a few passes in the early stages and after three laps everything sounded great, felt great and all the instruments read great. The Wink lets me know there's a gaggle of 911's coming. Markus, great job! I'm dropping the hammer. See ya!

Cheers,
Phil Downe ☘



Photo by Michael A. Coates

Please go to UCR's website at www.pcaucr.org and visit the Tech Forum area to begin or join a dialogue with Phil about his track car project. Markus Blaszk has also agreed to help answer any technical questions the membership may have. The above is part seven of a five-part series. Could this really be it - finally? See next month's Provinz to be sure! -ED



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The new Porsche 911 GT2 RS; Photograph, courtesy of Porsche AG press archives



911 GT2 RS: THE MOST STREET-LEGAL PORSCHE OF ALL TIME

Text and Photographs, courtesy of Porsche AG

The fastest and most powerful road-going sports car in the company's history, the new 911 GT2 RS is the new king of the hill in Porsche's sports-car lineup, delivering truly blistering performance on the road and track. It makes its world debut at the Moscow auto show on August 25, 2010.

Weighing just 1,370 kg in road trim with all fluids on board and packing 620 horsepower, the 911 GT2 RS is the ultimate exemplar of the Porsche Intelligent Performance philosophy. Despite producing a whopping 90 more horsepower than the 911 GT2, lightweight construction reduces weight by 70 kg and results in an incredible power-to-weight ratio of just 2.21 kg/hp. Lighter weight and increased efficiency also result in lower fuel consumption and CO2 emissions – both reduced by about 5 per cent versus the 911 GT2.


To deliver its enormous power, the 3.6-litre, six-cylinder boxer engine is boosted by two turbochargers with variable turbine geometry. It transmits drive to the rear wheels exclusively via a six-speed manual gearbox. The results are acceleration times more in keeping with a pure race car than a road-bound sports car: 0 to 100 km/h in 3.5 seconds, 0 to 200 km/h in just 9.8 seconds, and 0 to 300 km/h in 28.9 seconds, with a top track speed of 330 km/h. Equally astonishing stopping power comes courtesy of standard Porsche Ceramic Composite Brakes (PCCB).

Developed specifically for the 911 GT2 RS, tires measuring 245/35 ZR 19 at the front and 325/30 ZR 19 at the rear deliver cornering performance to match the straight-line speed. Extreme cornering dynamics are ensured by the sporting RS setup of the springs, Porsche Adaptive Suspension Management (PASM), unique anti-roll bars, specific engine mounts and recalibrated Porsche Stability Management (PSM), whose stability and traction control functions can be switched off individually.

The combined effect of these developments is evident on the race-track. Indeed, the ultimate 911 laps the famed Nürburgring-Nordschleife racetrack in just 7 minutes and 18 seconds.

In its looks, the new 911 GT2 RS stands out clearly from the other 911 models through the lavish use of carbon-fibre-reinforced (CFR) components with a matt-black surface finish, even wider centre-locking wheels (including flared arches at the front) and "GT2 RS" model designations on the doors and rear lid. Matte-finish carbon also graces the redesigned front spoiler lip and the taller (by 10 mm) rear spoiler lip – which both enhance aerodynamic precision and provide extra downforce.

The interior of the 911 GT2 RS also exudes sporting performance in virtually every detail. Lightweight two-piece bucket seats made of carbon-fibre-reinforced plastic are standard, as are lightweight door panels with fabric straps instead of door handles. The basic interior colour is black, which contrasts with red elements, such as the seat centre sections, the roof lining and segments of the steering wheel rim. The gearshift and handbrake lever are also finished in red alcantara.

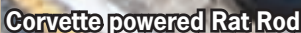
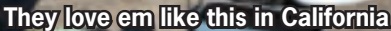
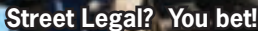
Limited to a maximum of just 500 units worldwide, at a price of \$297,000, the 911 GT2 RS is not just explosively fast; it will be extremely exclusive and expensive as well. 

POWERFUL

Ultimate road-going 911 packs 620
ultra-efficient turbocharged horsepower



Part 2



A huge section is reserved for cars that are for sale and a car show consisting of about 300 VW's, 500 hot rods, 500 Corvettes and another 1,000 other vintage cars. Only about 30 Porsches were present, ranging from a descent looking 928 (for \$4,000) to newer slant nose Turbos and a 1999 Turbo Cab re-bodied to look like a 2009! (\$39K). An amazing selection of Hot Rods; I especially enjoyed seeing the Rat Rods. Some classic cars were restored to beautiful condition, I saw a '68 Camaro 327 in amazing original condition with an asking price of \$22K! Incredible deal! I saw an original VW beetle with a really unique new paint effect, clear coat over rust and faded, peeling paint. Really cool and you heard about it here first! They say if you walk all the aisles in this swap meet and car show it is over 17 miles. I know, poor Sheryl! A really great event, it had a huge range of really cool cars at the lower end of market prices. A must see for Hot Rod and VW fans especially! I even saw a VW 412 station wagon, remember those? Passion for all things automotive was everywhere! I just loved this event. It takes place 7 times a year with over 3,000 vendor spots and typically 20,000 people pay to get in. Now that's California car culture at its best!

> **The Petersen Automotive Museum** is a fantastic facility with some amazing cars. Lots of really great, high-quality, and authentic looking displays showing the cars in their local California habitat. The cars in their pseudo-natural surroundings are what people come here to see. A fantastic exhibit of about a dozen '32 Fords that were made into the most famous and beautiful hot rods of all time. Plus there was a very impressive Porsche 356 (reminiscent of Janis Joplin's) and a VW Beetle Art Car.

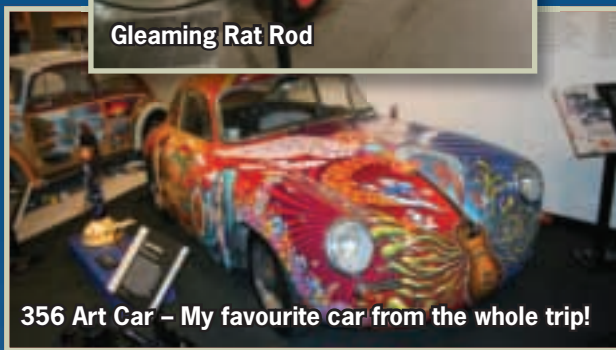
All of the cars were amazingly restored but the race cars were phenomenal in every detail. They had a number of original unre-tired cars too. The display of Hollywood cars was breathtaking with Steve McQueen's Jaguar XK as the centrepiece. Many Chip Foose hot rods were absolutely fantastic looking! A great gift shop had lots of licensed logo stuff from the Southern California area including So Cal speed shop and Roth's Rat Fink. Great place, lots of fun and a "must-stop" for any car enthusiast. There really is something for everyone to see here and you really feel the passion that makes up the California car culture and makes this area so special for car enthusiasts. >



Chip Foose '32 Ford



Gleaming Rat Rod



356 Art Car – My favourite car from the whole trip!

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Don't you just love a Dynamometer drag Race?

> We reluctantly left California, heading for **Barrett-Jackson, Scottsdale, AZ**. Another huge event! They sell about 1,200 cars in 7 days, and have 250,000 people attend over the week-long event. It takes 5 minutes to get there from the hotel but finding a parking spot takes 30 minutes and walking to the entrance takes another 15 minutes. A huge vendor area just inside the entrance sells all sorts of automotive art, clothing and car accessories, as well as patio furniture, jewellery and... mattresses?

The auction itself is lightly attended until about mid-afternoon on any given day. Generally speaking the vehicles seem to go for relatively low prices. Much less than it likely cost for their cosmetic improvements, let alone mechanical work if they've had any done. Huge food concession areas appear everywhere with correspondingly huge portions and prices. The cars in general were of very high quality and were mostly restored to original or mildly hot-rodded. Very few pre-war or foreign cars of any sort were on hand. A total of 5 Ferraris, 4 Testarossas and one 328 were seen. About a dozen Porsches were there but at least 4 were replicas. Many ultra-low-mileage cars were up for auction and their condition seemed to support their claimed odometer readings. Basic admission for Wednesday was \$25 (by Friday it was \$45) which allowed you to go pretty much anywhere, except the bidder areas in front of the auction block. On Wednesday it wasn't too crowded to enjoy the event - Friday was much busier, but you could still get around the grounds. The most common cars were Corvettes, Camaros, Chevelles, 1955-57 Chevys, and Mopars from the mid-60's to mid-70's. I enjoyed seeing the many odd and interesting cars including the "Blastolene", TWO Kaiser Darwins, 5 micro cars, a couple of mid-50's Rolls Royces and about 15 pre-war cars. There were a few very radical high-end customs, as well as a few extravagant hot rods. This place is really an amazing car nut's dream destination. You can't help lusting after and imagining yourself owning and enjoying many of the vehicles presented. It is an amazing car enthusiast-buzz just being there. >



Spyker



Microcars were huge this year....sorry.



Ya, it's a fake, but it's still beautiful



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> The concept of all the cars being sold at no-reserve is not without controversy. I think the biggest appeal is the liquidity of the whole thing. Bring your old car and know that by the end of the week it will be sold and you will be leaving with a new love. Something magical about that logic! Although I enjoyed visiting Barrett-Jackson, unless I was actually planning on buying a car there in the future, I wouldn't return (unlike the other events I visited while on this trip).

Russo and Steele Auctions, Phoenix, AZ has another 600 cars to sell! Similar cars to what was at Barrett-Jackson with one major difference. This auction has reserve bids that must be met before the vehicle sells. Only about 40% of the vehicles offered for sale actually sold while we were there. With general admission, you are only allowed to view cars in the holding area. General admission is \$20. We snuck into the "bidder-only" auction area anyway. It is very COZY around the auction block with grand stands right off each of the four sides and only a few people on the auction block. There were very opinionated comments from the people running the auction as the vehicles came across and a lot of hyperbole when they actually sell. Seemingly not as professionally run as BJ but yet there are lots of people and many high-end cars on site, despite the high winds and pouring rain. During the three days we were in Scottsdale, they received their entire average yearly rainfall — all in just three days! The cars were very difficult to view. The tents in which they were housed were so windswept and flooded it was difficult to move around.



Blastolene Peterbuilt Custom-1200 ft lbs of torque!



Chop, Cut, Rebuild TV project Car.



Yeah, it's fake too, but it's still beautiful also



Only Tucker Convertible Built crosses block at Russo & Steele in Scottsdale

They were offering a beautiful Tucker convertible (the only one ever built), many, many gorgeous hot rods, a few exotics and even a few Porsches. Lots of 60's muscle cars and some older classics. The Blastolene Peterbuilt, with its 1,200 ft lbs of torque, was the loudest vehicle in the tent by a long shot!

We left the auction at 4:30 pm and, although the parking lots contained fewer cars than when we arrived, there were still many people present as the auction was scheduled to continue late into the evening. At 6 pm the wind blew over the two tents housing the cars and blew one of the 800 foot long tents onto Hwy 101 completely closing the highway! The event was evacuated. Many cars were damaged and all of the cars spent the night in the rain, fully exposed, including many convertibles with their tops down! What a disaster for everyone involved. As of the next day, the fire department still had control of the site and no one was allowed in. In spite of all of this, the auction did resume a couple of days later and many cars still did some big numbers, though likely not the cars that were damaged.

So where is "Car Paradise"? I found it in the southern California car culture. This was an amazing trip into automobile nirvana. Although we included some side trips to Venice Beach, Tucson, saw some shows in Vegas and saw the Grand Canyon covered in snow, nothing impressed and moved me more than the passion expressed by people for their cars. The California car culture really exists and it is far more vibrant and exciting than I could have ever imagined. I'm glad I experienced it for myself. ☘

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2010 FUN RUNS



David Forbes
UCR Fun Run Chair

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

Aug 15, 2010

Collingwood by Don Lewtas, Barbara Mitton & Hazel de Burgh

Fabulous vistas, villages and valleys. That's what you'll experience on this Fun Run. We'll start just north of Toronto, then wind our way along Southern Ontario's paved back roads through the beautiful Hockley Valley, to the quaint village of Creemore, then up to the highest point in Ontario, with exceptional views of Georgian Bay and the surrounding area. Lunch will be provided in Don and Barbara's backyard, which overlooks Notawasaga Bay. This Fun Run will be limited to 12 cars – book early by contacting donald@donlewtas.net if you want to ensure you're on the list!

The July 4th Badlands Fun Run is already fully booked - sorry! ☒

| | Date in 2010 | Fun Run Area | Hosted By | Contact Info | RSVD |
|----|------------------|-------------------------------|-------------------------------|--|------|
| 1 | May 1/2 | | | | |
| 2 | May 8/9 | Muskoka Spring Fun Run | David Forbes & Anne Cooper | david.forbes@nbpcd.com | |
| 3 | May 15/16 | | | | |
| 4 | May 22/23 | | | | |
| 5 | May 28/30 | Bayfield Spring Tour | Mary Byczok & Jeff White | byczokm@rogers.com | |
| 6 | May 29 | Beaver Valley | Dwight Dyson & Hazel de Burgh | dwight.dyson2@sympatico.ca | |
| 7 | June 5/6 | | | | |
| 8 | June 12/13 | | | | |
| 9 | June 19 | London to Stratford | Sean Batte | donna@rspmotorsports.com | |
| 10 | June 26/27 | | | | |
| 11 | July 4 | Cheltenham Badlands | Domenic lafrate | car4play@rogers.com | ✓ |
| 12 | July 10/11 | | | | |
| 13 | July 17/18 | | | | |
| 14 | July 24/25 | | | | |
| 15 | July 31/August 1 | | | | |
| 16 | August 8 | Niagara on the Lake Wine Tour | Bill van Vliet & John Adam | johnqadam@rogers.com | |
| 17 | August 15 | Collingwood | Lewtas, Milton & de Burgh | donald@donlewtas.net | |
| 18 | August 18/19 | | | | |
| 19 | August 28/29 | | | | |
| 20 | September 4/5 | | | | |
| 21 | September 11/12 | | | | |
| 22 | September 18/19 | | | | |
| 23 | September 25/26 | Muskoka Spring Fun Run | David Forbes & Anne Cooper | david.forbes@nbpcd.com | |
| 24 | October 1-3 | Multi-Event Weekend | Andy Wright & Ian John | andy.wrightandfamily@sympatico.ca | |
| 25 | October 9/10 | | | | |
| 26 | October 16/17 | | | | |
| 27 | October 23/24 | | | | |
| 27 | October 30/31 | | | | |

Driver's Dream

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

Wax on...Wax off...

We have a slew of events coming up this summer. To mention a few, there's the Canadian Grand Prix coming back to Montreal on June 13, the Toronto Honda Indy July 18 and, of course, events such as the UCR Concours at Legendary Motor Cars in Halton Hills on June 27, followed by the premiere of the Yorkville Exotic Car Show, presented in partnership with our very own Porsche club on July 10.

With these events in mind, I started thinking about how I was going to freshen up my Porsche to be in step with these events. Mechanically, I am covered with Franzel and his merry men at Autoselect, and then there is always the trick of how to put the finishing touch on it cosmetically.

Honestly, at times I am challenged both, with available time and with skill, on giving the chariot a clean and gleam so that she sparkles! How does it work that every time the car has a fabulous cleaning, she seems to run amazingly well and sound so much healthier?

To that end I consulted with Cato, of Cato's Auto Salon in Yorkville. A few reasons why I chose Cato's is that firstly, this is not a part-time business for him. He started in 1988, and ever since, his is the only detailing place exclusively catering to customer service - no wholesale (dealers, body shops, fleets, etc.), and his specialty is high-end automobiles. Secondly Cato is a car aficionado (translation: car nut of the first degree.) In the past, Cato has been involved in motor racing in different ways. As a motoring journalist, professional photographer, magazine editor, Team Manager (involved in designing & building his own Sports 2000 racers in Mexico in the early 80's), he did a full 1978 Formula 1 season working for Rebaque-Lotus as TM assistant, driving and running the Hospitality unit, Press officer and "European-gofer". So he definitely qualifies as someone who understands my relationship with my car and how the visual aspects affect us before we even fire it up!

The rest of his clients seem to understand this about him as he has had a broad range of people, such as professional sportsmen, businessmen and women who seek him out for the services he offers. Many customers send their brand new cars directly from the dealership so he can prepare them for delivery. Cato gets to see and drive



Cato, taking a moment out of his busy schedule; Photo by the author

their cars before they do. Some of his client's don't even accept delivery of their new vehicles until Cato inspects and drives them. Among the most interesting cars he's handled are Ferraris, Aston Martins, BMWs, Ford GT (one), Mercedes along with every single Porsche model since the 962/964 - the big qualifier to get into my car!

Cato gets to drive practically every kind of high-end car there is. His back-to-back experiences make him very opinionated and many customers appreciate and take his advice when considering their car purchasing decisions. Whew, great experience!

Okay, now let's get down to cleaning the car if someone like Cato isn't doing it for us.

The best tip to prep a car for a show, besides the obvious details (rims, glass, etc.), would be to apply a final coat of "showroom wax" - the kind that fills all clear coat imperfections and avoids circular lines from sun glare. It won't last though, and will not work properly on black cars unless you have professional buffers and pads, in which case Cato recommends using Turtle Wax BLACK - the actual wax is black. Then again, maybe black cars should avoid the sun since, as the Gino Vannelli song suggests, "Black Cars Look Better in the Shade."

Cato is so good at prepping cars, that on one occasion, when he was hired to prep a car for a show, the difference was so obvious that the judges threw his crew out. (Okay, time for disclaimer here: I hired Cato back in 1989, to detail a car of mine - a 1973 BMW ➤

> 3.0 CS that was to be in a car show. I was caught out of town on business so asked him to prep and get the car to the show. This car was black, restored and it looked hot! Well, the judges hadn't seen this level of preparation before and weren't sure how to judge the car, so in the end, they gave me an honorary medal and the newspapers picked up the story complete with photos! We had a good laugh with that one!

And for the racers in the crowd, you'll be interested to learn that for many years Cato has been conducting a Grand Prix Formula One pool. The group consists of 20 people from all walks of life and ages from 16 to 70's, who live in 12 cities around the globe across four continents. All of them share the love for the sport but have no money invested directly in it. They include ex-race car drivers, former and current automotive journalists, car collectors, all sorts of people involved in the auto and racing industry at different levels, plus students, professionals and business people. Cato is the link that holds this chain of folks together and they all know him personally. During the race weekend, he sends a note with the most relevant information regarding each particular race. In turn, this write-up (something much more advanced than anything in the media) is re-sent to a larger network of race fans with advanced knowledge of the sport. There is a waiting list of candidates to join the CFA (Cato's Forecasters Association).

All this makes me think I have found the right car person to take care of my chariot cosmetically and mechanically!

A little information on his services — He has a menu consisting of three main services: hand washing, interior detailing (shampooing) full detailing with three-step polish and waxing. Price varies with vehicle size and amount of work or special services (wheel polishing, pet hair cleaning, odor control, etc.)

How do you find him? Cato's is located at 148 Cumberland St. Toronto M5R 1A8, lower level of Citipark parking garage, half a block east of Avenue Road. Yorkville Avenue access is available from the building's north entrance. Phone: 416 925 6600, email: catos@bellnet.ca.

Well, time to pull over for a wash and polish to be geared up for this month's fun events, as always, if you have ideas, comments, questions, lifestyle topics — or recipes! — to share, please email me at DriversDreamwithRaffaele@yahoo.com.

A note in closing, I appreciated so much the club members' positive comments about my articles at the Shift Into Spring event; it made my day! Thank you!

Ciao 



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25th Annual Zone One **Autocross**

Aug.28-29, 2010 Moore Airfield Ft. Devens Ayer MA



The Event

Two-day event. New course each day; Parade Competition Rules (PCRs) are used for classifying & trophies. Men's & Women's parallel classes; Must compete both days to trophy; Team Challenge for All PCA Regions; Registration opens 8 AM sharp; First car off approx 9:15 AM; Porsche cars only; Dinner on Saturday night after the event.

Cost

\$60/person early bird-registration until 8/15/10

\$85/person after 8/15/10

\$45/person for Saturday dinner

Amounts are for one or two days;

Dates refer to web registration

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Rate: \$129/night + tax

Refer to Code: "AXPC" for group rate

You must book by 7/28/10 for group rate

Event Contacts

Zone 1 Autocross Chair: Don Coburn

(516) 804-2562 autoxerpca@aol.com

Zone 1 Registrar: Aaron Ambrosino

(518) 541-2680 aambrosi@mac.com

2010 Zone 1 Autocross Registration via clubregistration.net (paypal) only opens 7/1/10

Links to the PCRs and other event info will be posted on the Zone 1 website - <http://zone1.pca.org>



Zone 1 48 Hours of Watkins Glen

June 18-20, 2010

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

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

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

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TRACK TALK



Dave Osborne
Track Chair

The temperatures are finally warm, the Porsche is polished to perfection and the trees are full of rich green leaves. Everything seems perfect, but it's not. The trees are a problem. It's not that they don't absorb carbon monoxide and provide the oxygen that we breathe, or the shade that we enjoy on hot days. It's that trees are the natural enemy of sports cars. Trees harbor birds that drop all kinds of unspeakable things on our paint. They release a torrent of walnuts on any windy day that create dents. Sap silently drips onto your paint surface and can eat the finish off of anyone's pride and joy. While these things can be annoying, trees hold a much deadlier secret. They are able to jump out in front of a sports car when you least expect it.

Oh, I know you doubt this is possible, but I have heard the stories. Just like all incidents on the track are caused by some mysterious mechanical failure, all road incidents are caused by trees that just come out of nowhere. Sometimes deer or stray dogs will team up with the trees and cause you to swerve into them, but often there are no animals around, so the only explanation is that the tree jumped out in front of the sports car. "One minute I was driving down the road at the speed limit and the next thing you know I was in the trees." How many times do you think that statement has been made? They are clever too. They lurk around the edges so you can't see the trees for the forest.

Well before you panic and put your beloved Porsche back in storage to protect it, we have a plan to foil those rogue trees. We call it UCR Driver Education. It's a program to assist other Porsche owners in establishing complete control over their sports cars. We don't do parallel parking or even suggest that you just drive on the right side. We teach some of the skills that are counter intuitive and leave other less skilled sports car drivers at risk of the tree menace. Since a Porsche is the perfect platform for these kind of lessons, you have already made an investment in your driving education. Why not come to our events and learn the skills that will best serve you in your amazing car? We can't prevent those trees from jumping out in front of you, but we can give you the skills to make the correct responses, if and when it happens.

There are a special group of men and women who come to our Driver Education events who just don't get enough recognition. That's the Instructors from Upper Canada Region. These hearty souls volunteer, at every event, to climb into a stranger's car and help them develop the skills needed to keep you safe in every condition. They stand out in the rain and snow at the Introductory Driving Schools to insure that you're holding the steering wheel correctly, that you can avoid an impact and increase your skill and confidence in every day situations. They do it all for just a little thanks. So the next time you're talking to one of the instructors about a life saving tip or just directions to the nearest washroom, say thanks for all their efforts. They are a great bunch of people.

Our June 5th DE event includes our Track Walk. This part of our program is one of the best ways to learn Mosport. Our home track is filled with small grooves, gullies, cracks and unusual topography. Due to their great handling characteristics, Porsches tend to hide these little nuances from us at speed. Walking around the track with our Chief Instructor and a beverage is the ideal way to examine each and every part of the correct driving line. Stephen Goodbody, our Chief Instructor stops at each apex and explains the best way in and out of the corners, as well as sharing his secrets of speed. So if your going to the June 5th event make sure you stick around and take the track walk. It's a great time, a great learning experience and its freeeeee!

See you trackside,
Dave ☼



EVENT CHAIR JEFF WAGMAN, AT RIGHT, WITH YOUR EDITOR.



PHOTOS FROM SHIFT INTO SPRING BY ESHEL ZWEIG

the Yorkville Exotic Car Show



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

Venue Sponsor: Bloor-Yorkville Business Improvement Area

In Support of: SickKids Foundation

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



Bloor-Yorkville, Toronto's most celebrated neighbourhood of style and culture offering a unique blend of designer boutiques, fashionable restaurants, plush hotels and world class galleries, will play host to the inaugural Yorkville Exotic Car Show on July 10, 2010.

Yorkville Avenue and Cumberland Street will be closed to traffic, between Old York Lane and Bellair Street from 11:30 AM to 5:00 PM. Host car club members will have on display approximately seventy beautiful examples of classic and exotic Porsches and Ferraris, plus a few surprise guests for all to enjoy.

For information about registering your Porsche or sponsoring a car in support of SickKids Foundation please visit www.YorkvilleExotics.com. Volunteers wishing to assist with the organization or execution of the event can contact Phil Downe, UCR Event Chair, The Yorkville Exotic Car Show, at: Phil.Downe@ITnegotiations.com.



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The Road to Grand Am Racing

Part 3 – Continued from the October issue of Provinz

Text and Photos by Raymond Lum

Our original plans were to have the same cage builders weld the identical cage as our last 997 Grand Am car. As some may know, very good cage builders are hard to come by, especially during the racing season. You usually have to wait for a spot, which could take several weeks, and have the work completed on time, if you are lucky. For some unknown reason we tried calling several times and received no response from our original cage builder, so we started contacting our connections for another cage builder and located one in Mississauga. George and I left the shop and paid a visit to the cage builder to inspect their workmanship to ensure they meet our high standards. Building a proper cage is one of the most important safety features on the car for the driver. The detail in welding and bending the steel tubes helps strengthen the chassis, as the cross and corner braces and welding to the 997 body gives it more rigidity. Upon our inspection we found the welding and pipe bending just as good, if not better, than the last cage builder. We dropped off the 997 a few days later with pictures of the last cage so that they could follow our design. The workmanship on the cage was wonderful. The welds were continuous and even all around; the cage was completed within 3 weeks and on budget.

The only suspension of choice is Koni, since they are the title sponsor for the race series. A few weeks ago, I heard Koni in Europe was



in financial difficulties like most companies during this recession. We were wondering how it would affect the race series and did not want to buy the shocks, in case Koni decided to cancel their sponsorship. I contacted both Grand Am and Koni to confirm that Koni would be the title sponsor for 2010. They both kind of said yes, but did not have a formal agreement signed for the new season, nor did they let the racing community know their intentions. It was a tough decision; do we spend \$5,400.00 US for something that may change in the coming

months or do we wait and see what happens. Finally, weeks later, I again contacted Grand Am and they confirmed, Koni will be the required shock for the 2010 race season and Continental Tire will be the spec tire and title sponsor. Now that everything was confirmed, we contacted Koni to order the custom made shocks to complete the race car.



As the work continued, George fitted and fastened the GT Racing rear wing,

and installed the hood pins for the hood and rear wing unit. Matt began to remove the stock suspension from the 997. George gathered all the suspension pieces with rubber bushings and took them to a machine shop in Stoney Creek. Over several long days, Thor the owner of the shop and a Trans Am racer, assisted George in milling custom made bushings from aerospace grade plastic to replace the rubber bushings. The high quality plastic bushings will take away any sort of movement in the suspension, especially when the car is at




> race speed going through a corner. Once fitted with the new bushings, the 997 would be more responsive and handle much better. George was now back at the shop and all he had from his hard work was a large sandwich bag of plastic rolls or, should I say, bushings.

The Koni shocks arrived and Matt installed them while George removed the OEM rubber bushings and pressed the new plastic bushings into place, and began to reinstall the suspension. Once completed, the wheels were installed and we rolled the 997 over to Vito at Bestline Auto Body to have the cage, wing, head light covers and cup car roof skin painted to match the exterior of the car. After the cage was painted, the roof skin was installed and spot-welded into place.

Upon its return from the paint shop, work continued with reinstalling the dashboard, all glass and rubber, fabricating and installing interior door pull handles, brakes with new lines, ATL fuel dry brake system, kill switch, steering wheel with quick release hub adapter, driver's seat, 6 point harness, drivers and window netting, 996 cup car shift cables and shift tower and so on.

As the 997 is near completion, there is a change of plans for the car. Being a land developer under Craft Development, Robert Sabato decided to take advantage of the weak real estate market and to concentrate more time into his business. With no second driver to help cover the costs of racing, Robert and Marco decided to put the car up for sale.

With the itch to race still in his blood, Marco Cirone decided to buy a 2010 Porsche Supercup race car and enter in the Patron Supercup race series with the first race in Sebring, Florida during the week of the 12 hour Sebring race. More to follow... 

Here is our parts list for the 997 race car:

- Grand Am Koni shocks
- Cup car toe links
- Front bumper vent scoops
- Locking guard chromoly differential w/997 GT3 RSR copper discs
- 997 GT3 sway bars
- Pagid RS 19 front, RS 14 rear brake pads
- GMG Sachs clutch and flywheel, copper puck racing disc
- Two piece 996 GT3 control arms, front and rear
- TRG wheel studs
- Stainless steel brake lines
- Brembo C cut front rotors and custom hats
- 996 Cup car shift cables
- 996 Cup car shift tower and linkages
- GT racing head light covers (painted)
- Custom steel roll cage (painted)
- Race Tech HRV seat
- TRS 6 point harness
- 2 Safecraft head restraint nets
- Team Tech window net
- OMP steering wheel with hub
- Rear fibreglass GT racing euro wing (painted)
- High density foam padding
- TRG front upper camber plates
- TRG rear upper camber plates
- Cup car roof skin (painted)
- Cold air filter system w/BMC filter
- Custom exhaust system
- ATL dry break and discriminator valve (Grand Am spec)
- Custom Dirillium rear frame bushings
- Tarret drop links
- Kill switch
- Custom rack & pinion stop bushings
- 2 sets of 17" Fiske three piece race wheels w/black anodized centres
- Set of 17" BBS three piece race wheels (rain)



MART

2002 Porsche 911 Cabriolet; LOW KM.; Arctic Silver, Metropole Blue Top and Interior, Crested Seats, PSM, Lightweight 5-Spokes, Hardtop, Windstop, CD Changer, Bose Speakers, Alarm, 3M Invisible Bra, Tiptronic S, Pfaff Car, 46,000 km, Mint, Summer Driven Only, \$41,900.00 obo, Paul Barber (905) 677-1030

2007 Cayman; new price \$45k... save over \$3,000 from similar cars for sale. One Owner Car, Purchased from Pfaff Porsche, always serviced by Pfaff Porsche. Will be delivered to the purchaser at the Pfaff dealership, with safety and the balance of the factory warranty to August 2011. Never tracked. Red exterior, Black Interior. Self Dim Mirrors and rain sensor. BI-Xenon Headlamp Package. Heated Front Seats. 18" Cayman S Wheels. Automatic Climate Control. Black Mats with Porsche Lettering. Sport Steering Wheel. Sound Package Plus. 26k Kms, Like New Condition. Priced for Quick sale \$45k... or best. Contact Mike at: (289) 260-8525

1993 Porsche 968; Amazon Green with tan leather interior, 6 speed, new Yokohoma Tires on 17 inch Porsche rims, 125,000km. Excellent condition. No major issues. Service records available. WPOAA2967PS820188. Asking \$18,900. Please call Nancy at (416) 755-1541

944 Turbo; Extremely clean. PS, PB, PW, Pseats, prepped ready for track racing or street use, \$6000 recently spent on engine and suspension work, no accidents, never abused, 160000kms, strong motor and transmission. Selling certified and pollution tested. Please call Lou at (647) 892-7280.

1988 944 S; This 944 S is in fantastic condition! No expense spared to maintain mechanically and cosmetically. Everything works. Burgundy exterior and black leather interior. No rust and no rips or cracks. All the service records. All work done by professional mechanics. Lots of new parts. Approx \$7000 worth in the past few years. Would need nothing to certify. 170,000km. \$9000. Contact Anthony 705-641-8426.

2004 Porsche Boxster; Atlas Gray, convertible, 52,000, manual trans, heated seats, Bose sound system, xenon lights. Winter stored. Please contact Verne Walker (519) 223-0214

911 Targa; Extremely clean and totally rebuilt Porsche ps, pb, pw; new chrome all around, new electrical, 5000km on rebuilt 3.2 litre sleeper motor, 5 speed, power seats, cd-player, new Fuchs chrome rims, brakes, tires, over \$60,000 spent; selling certified and pollution tested. Please call Lou at 647-892-7280.

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

Submit non-commercial ads
with up to date member number to: Porsche Provinz
Attn: Kye Wankum, Editor
kye.wankum@rogers.com

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

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

1996 Porsche 911 C4S Coupe; 3rd owner, 63,000 miles, never driven in winter, purchased in Boston Aug. 2008, exterior Midnight Blue Metallic, interior Marble Gray Leather. Changes include TechArt Sport exhaust and front air intake kit, TechArt Champion Wheels, Xenon headlight kit, Porsche Factory bi-level Turbo wing, H&R coilover suspension setup. Clean CarFax. Price: \$40,000.00. Contact: Joanne Block (519) 542-3740.

1993 928GTS; Polar silver/gray. Automatic 92,000km. Meticulously maintained. Everything that wears out is new....timing belt, water pump, gaskets, seals, motor mounts, electronics.....this is my 3rd 928...I know how to take care of them! Price: \$ 48,900. Please contact John Doucette at (416) 346-1174

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John Adam
UCR Historian


There is a local web site that is a gold mine of exactly the race information that I want. Oakville's George Webster manages www.racefantv.com/. The web site provides George's race listings for the current month. He gives you the day, date, time and channel for all of his race picks. What more could you ask for? Plenty. There is even a calendar format for all the race events.

Thank John Van Atter for the recommendation. It's a great web site for race fans. Check it out. As you read this, we should just be back from Vienna, where we were guests at the European Parade. With no car, we were simply socializing with our German, Austrian and Czech Porsche Club acquaintances. Their Parade is shorter than ours, running from Thursday thru Sunday morning. Regrettably, we missed our annual June outing to Mid-Ohio with NNJR due to the Euro trip.

In August, we will have our fun run and wine education event held in conjunction with the Ontario Wine Society. For those with an interest in driving their P-cars on some twisty roads in the Niagara area, this event should be on your personal calendar. See the

booking information in this issue or check the web site. We thank Bill Van Vliet for his assistance in selecting our waypoints and devilishly difficult roads.

For NNJR at Watkins Glen August 13-15, registration opens June 18. For The Glen, we have found Corning to be the better place to stay, with more shopping, a variety of dining and a pleasant environment. About four hours will get you to the hotel. From Corning, it's a very easy drive to the track, with only two traffic lights and one stop sign from the hotel all the way to the track. On the downside, area hotel rates seem to have doubled and I am amazed that they can get the prices being demanded for basic accommodation. Best of luck on finding under \$100 a room per night.

We enjoy being with our good friends trackside. Pick your preferred events and register. For further information on other driver ed events, check the PCA web site, which has a searchable calendar. Feel free to call if you want to know more about tracks, hotels, drive times, or whatever. Phone 905 270 2991 or e-mail johnqadam@rogers.com. We look forward to seeing you trackside. 

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For information please contact: Botho von Bose, Z 1 Rep - bvonbose@lomltd.com



For the latest schedule information please visit the IMSA website at www.imsaracing.net
Parking in the Porscheplatz is for Porsches only. "For Sale" signs on cars will not be permitted. Participants must be present to win drawings or awards.
Porscheplatz is hosted by Porsche Cars NA and Porsche Motorsport NA with the cooperation of the IMSA and ALMS.

BOARD MEETING

Minutes for May 4, 2010 - Submitted by John Van Atter, UCR Secretary

Held at: Izba restaurant

Attending: Richard Bain, Phil Downe, Richard Roell, Mario Marrello, Tomiko Murk, Kye Wankum, Martin Tekela, Otto Mittelstaedt, Laurel Ward, Patrick Michaud, Danny Kroll, Wayne Spiegelberg, and John Van Atter.

Regrets: Richard Bain, Otto Mittelstaedt, and Patrick Michaud

Meeting Open: 7:25 PM

John Van Atter

Review and approval of April 6 minutes

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

Martin Tekela

Membership update

We are now at an all time high with 1,531 active members and 1,073 for a total of 2,604 members

HST Implications

Any event after July 1st HST must be paid. We will adjust our prices to reflect the 8% increase in tax costs.

Del Bruce

Driver Ed

126 registered so far for first Driver Education event which is up 8 over last year with more expected.

Laurel Ward

Multi-Event Weekend

is progressing well, ads will be running in Provinz starting with May issue.

- Marketed MEW at Shift into Spring and received excellent interest and several registrations.
- Will market MEW to UCR members at upcoming DE's and Socials.
- Will submit article to be published in Panorama under PCA Update Section.
- Will contact PCA Niagara Region to market it to their members and invite them.
- Tendered resignation to the Board in April as Co-Chair of Socials.

Kye Wankum & Richard Roell

The UCR Concours

will take place on Sunday, June 27th at Legendary Motorcar Co. in Halton Hills. The Concours is being organized by four UCR members: Marc Plouffe, who is the Chair, Richard Shepard as co-chair, plus Otto Mittelstaedt and Kye Wankum who are looking after promotion and organization. Marc Plouffe is the main contact and registrar and looks after collecting the entry fees. Richard Shepard keeps tabs on all logistics and monies with spreadsheets he has devised. Otto Mittelstaedt is looking after the web promo. Kye Wankum is looking after print promotion, all graphics before and at the

event, sponsorship, trophies and merchandise, and the food vendor. He is also the liaison with the special interest groups in the region. Richard Shepard, along with volunteer Chris Ralphs, was handing out Concours event flyers at the Shift into Spring event where 50 flyers/registration forms were taken away by interested parties. Event sponsors are actively being sought to cover the cost of trophies and other incidentals. All net proceeds from the event will be donated to the Canadian Red Cross – International Relief Fund. It was suggested that the Picnic Basket Competition, to be held at the Concours, should be promoted separately as well. Registrations for the event have started to come in, along with sponsor interest. The organizers are seeking volunteers to help at the event.

Phil Downe & Kye Wankum

Provinz

1,638 copies of the May issue of Provinz were mailed out this week, which represents an all-time high for the newsletter

- The expanded format with 8 additional color pages has been very well received by the membership and will continue provided advertising revenue supports it.
- Technical delays encountered in the file transmission caused a 48-hour delay in print production
- The balance between advertising and editorials is at an ideal level at this time
- The photography in this month's issue is spectacular.

Member Recruitment Postcards

- The Q2, 2010 Member Recruitment Postcards were distributed at Shift-Into-Spring and will be promoted again at the first DE event.
- We continue to encourage every member and our advertisers to promote the use of these Postcards to recruit new UCR members at every opportunity.

Advertising

The newsletter once again obtained its goal of breaking even with advertising revenue, plus the PCA member revenue covering the complete cost of print and distribution.

Yorkville Exotic Car Show (YES)

- 28 cars are registered to date.
- Toronto EMS and fire representatives have set restrictions on setup, which has the effect of limiting parking space at the venue. We are attempting to extend the venue another block on Yorkville Avenue to increase capacity.
- The event logos have been created and 10,000 promotional postcards were printed – both the logo design and the printing costs were covered by the Venue sponsor, the Bloor-Yorkville BIA.
- The website www.YorkvilleExotics.com is up in basic form and will continue to be developed.
- Porsche Cars Canada and Ferrari of Ontario are both Gold Sponsors at \$5,000.00 each, which covers all anticipated costs for the event. >

- • A ½ –page B/W ad is running in the May issue of PROVINZ which will also carry the color promotional postcard this month.
- Richard Bain (UCR legal) has reviewed and approved the Sponsorship Agreement with BIA, which the BIA has accepted.
- We still have no Title Sponsor and have room for two or three more Silver.
- UCR and BIA volunteers will pass out promotional postcards at the May 6 – Gumball 3000 Rally in Yorkville.
- Phil Downe made a request for hand-held radios for the July 10, 2010 event.

Danny Kroll

Shift into Spring

A \$599.00 profit was realized. There were 172 paid admissions and two paid vendor tables. Many club events were successfully promoted. The event was successful. Jeff Wagman announced that he is stepping down as chair for Shift into Spring; The club is looking for a new chair.

Rally

The first rally is scheduled for this Saturday (May 8th), registration is low. There is a conflict with the fun run in Muskoka. David Forbes assured me this will not happen again. An email was sent to past participants to tell them about the rally. Goodie store donated some prizes. The next rally date will be announced in the next week.

Toronto Argonaut Event

Eshel Zweig (club photography editor and club member in good standing) has arranged with the Toronto Argonauts for a Porsche Club Evening. The date of the event is Oct 30. Danny will be board liaison and Eshel the Chair for this event. Cost is \$82 each. We require 30 people to get our VIP package; which includes buffet dinner, go on the field before game, meet some players and cheerleaders. The flyer was designed by the Argos. If the event goes, the Argos will spend \$500 on advertising in Provinz. If the event does not go BOD agreed to cover \$50 for cost of printing flyer. It is very much appreciated when a member volunteers to chair a new event for the club.

Mario Marrello

Autocross

12 people attended Positive feedback about helmets being recommended but optional and the ability to bring non-Porsches. Autocross attracts a different group of people from Driver Education, especially new members looking to try out driving events. The next one is June 20th and the venue is still at the Toronto Star but was moved to the trailer marshalling area rather than the parking lot.

UCR Advertising Policy

Martin Tekela moved that The UCR Advertising Policy dated May 1, 2010 as amended be accepted seconded by Laurel Ward passed unanimously. The special advertising committee that put this together has now been disbanded with the thanks of the president.

Tomiko Murk

Financial Report

John Adam stated that the Provinz Team should be recognized for their positive income to-date. Track income to date is also in a positive net income situation.

John Adam

November 20th Banquet Update

Due to different licensing regulations wine will be a little bit more expensive and the room rate will be a little higher. Porsche Cars Canada will be providing the primary guest speaker and will be engaged in the presentations of major awards.

August 8 Wine Country Run

John will be doing one more run on the course and everything is looking good. Registrations are beginning to arrive.

Next meeting will be held at Izba.

Meeting Adjourned: 9:10 PM 🚫



CONTACTS



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Martin Tekela

Vice-President
Mario Marrello

Past President
Patrick Michaud

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Awards Banquet
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Concours
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David Forbes

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