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



March 2010

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The new Porsche 911 Turbo S;
photograph, courtesy of Porsche AG



PRESIDENT'S MESSAGE



Martin Tekela
UCR President

I'm writing this article in late January, so I have no idea of what the weather has been like since then. I do know that spring will officially be coming later this month. Our thoughts will soon be shifting towards the warmer weather and driving our Porsches once again. I invite you to plan on attending this year's "Shift-into-Spring" event which will be held at Pfaff Porsche in Woodbridge on Sunday, May 2, 2010. Please check the website for exact timing and for more details about this event. We've moved the date of this event to May with the expectation of more spring-like weather than we were getting when we held this event in April.

This spring, please consider making a service appointment with your local Porsche Dealer to get your Porsche ready for the road. At the 2009 UCR Awards Gala, Joe Lawrence, the new President of Porsche Cars Canada, promised all UCR members a gift certificate. This offer has now been finalized and expanded and will come in the form of a voucher to be delivered to all Canadian Porsche Club Members as an insert in the March issue of Panorama; it is available only to Canadian PCA members (membership card must be shown). The voucher will entitle you to save \$100 on parts purchases of \$350 or more, while some restrictions may apply, and the offer will be valid at all 12 authorized Canadian Porsche Centres from March 1st to May 31st.

I will be attending the Zone 1 President's meeting in Latham, NY, later this month. These meetings are held every March and December and they are the official conduit for information to and from PCA National and the 18 Regions in Zone 1. I will report back to you with the highlights of this meeting in the May issue of Provinz.

David Forbes will be the chair person for UCR Fun Runs in 2010. Hazel and I are thinking of hosting a Fun Run in the Collingwood/Meaford area this year. I would encourage anyone else who would like to do the same to please contact David to learn more about what's involved in planning and hosting a Fun Run. These Porsche driving events are non-competitive, held on public roads at legal speeds and are events where minors are also welcome to participate. Here's a chance to drive your Porsche on your favourite local roads and to show off the local scenery to a small group of fellow Porsche enthusiasts.

At the time of writing this article, we're still looking for someone to Chair or co-Chair the 2010 Concours. Hubert Lee and Dr. Henry Wong organized a great event last year but are not available to do the same this year. Please contact Danny Kroll or Richard Roell if you'd like to manage this event.

The PCA/UCR is a large club with nearly 2500 primary and associate members. There is a great diversity within this membership, combined with a shared passion for the Porsche Experience. We are always looking for things to do, places to see and events to participate in that enable us to drive or talk about our Porsches - the common link that joins all of us together. I welcome any ideas you may have that may be of interest to our members. 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 Meeting (visit pcaucr.org)
15-16 Sat UCR Driver Education at Mosport
16 Sun UCR Autocross at the Toronto Star facility
in Woodbridge
28-30 Fri-Sun Zone 1 Club Race at Watkins Glen, NY
28-30 Fri-Sun Spring Tour at The Little Inn of Bayfield

JUNE

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

JULY

3-9 Sat-Fri Porsche Parade in St. Charles, Ill
13 Tues UCR Social Meeting (visit pcaucr.org)
11 or 18 Sun Concours d'Elegance (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)
21-22 Sat-Sun UCR Driver Education and Introductory
Driving School at Shannonville
27-29 Fri-Sun Porsche Park at the ALMS race at Mosport

SEPTEMBER

9-12 Thu-Sun PCA Escape, BC
14 Tues UCR Social Meeting (visit pcaucr.org)
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 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 and Laurel Ward

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

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

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

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

March 9, 2010

IZBA Restaurant

Please see details for this evening, including our guest speaker, on page 11 of this issue.

April 13, 2010

Pfaff Tuning - Everything for your Porsche and chicken wings too!

9100 Jane Street, Building F, Units 44 & 45, Vaughan

Phone: 905 907 1001 Visit www.pcaucr.org for details.



Photo by Eshel Zweig

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
Ian Akiyama	Toronto	96-911T	Anselmo Beretta
Navroze & Andrea Balsara	Bowmanville	02-911	
Martino & Marco Beretta	Toronto	07-911 GT3	
John & Jessica Bruce	Waterloo	86-944	
Andrew Burns	Mississauga	09-911S	
Jamie Chisholm & Judy Rodrigues	Bowmanville	88-911	Ian Cairns
Gregory & Larissa Ciupka	Hamilton	90-911	
Jeff & Ann Cox	Mississauga	08-Cayman S	
Andrew Dalglish	Nobleton	84-944	
Frank Flor	Maple	05-911	
Alexander & Jane Forest	Orillia	09-Cayman	Lucio Polsinelli
Patrick Galante	Etobicoke	00-911	
Robert Heeney	Niagara Falls	08-Cayman S	
Colin & Nadia Hout	Toronto	09-Cayman	
Arley & Catherine Karpman	Toronto	09-911T	
Kirk Katzel	Mississauga	79-928	Doug Ailles Hunter Motorsport
William Ma	Richmond Hill	05-Boxster	
Mark & Linda Macri	Woodbridge	02-911	
Brent McAdam	Millbrook	87-944T	
Shaun & Hebah Ollivierre	Mississauga	86-944	
Jason Patton & Michael Marcello	Toronto	07-911 C4S	
John Peck	Toronto	05-911S	
Jeffrey Robb	London	05-911	
Jack & Mary Ann Schembri	Mississauga	02-911 C4S	
Marc & Justin Seguin	Kemptville	02-Boxster	
Darren & Kevin Slemko	Troy	89-930	
Eric Stanton	Burlington	86-944	
Rick & Doreen Turcic	Brampton	01-Boxster S	
David & Janet Walker	Calgary	911 C2	

CONGRATS!

ANNIVERSARIES

20
YEARS

Andy Borins

10
YEARS

Paul Carroll
Constantina Annis-Pipilas

5
YEARS

Ian & Lynne Campbell
David Clifford
Greg Fountain
Manuel & Irene Frazao
Michael Lee
Aaron Maybin

Gary Millage & Jennifer Hough
Wai Hang Ng
Dean & Elaine Pipher
Arend Roos

Spencer Sample
Lisa Sayer
Eric Schneider
Rob Scythe
Rebecca Stinson
Laurel Ward



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EDITOR'S RAMBLINGS



Kye Wankum
Editor

Wow, what an action packed issue! You can tell that spring and the new driving season are just around the corner when our newsletter is bursting with event notices and write-ups. Check it all out and start planning your season now!

We try to keep all of our club's costs down as best we can and, clearly, not wanting to increase the page count of our magazine, I ran out of space this month. I apologize to those who's articles did not make it in at this time but, don't fret, your efforts are not in vain, I will publish all in next month's issue. Thank you everyone, for all of your contributions; please keep 'em coming. I'll say it again: this is your newsletter - make it what you want it to be. I welcome all of your write-ups and photos!

As promised last month, we have coverage on the first of the important sports car races of the season, the 24-Hours of Daytona. An interesting race for all of its quirks and upheavals, but not really something that we need to write home about when it comes to the success of our favourite marque. Calling the overall win a Porsche win is a bit of a stretch in your editor's humble opinion... I'll leave it at that but, as always, I welcome your thoughts, ideas and suggestions. Please send in your comments.

I had also promised to follow up on the history of the water-cooled 911 racing variants and you will find my first write-up on the subject in this issue but, I want to also direct your attention to a very interesting ad submitted by Porsche Cars Canada herein: it is about Porsche's exclusive use of Mobil 1 but the ad features a 911 GT3R Hybrid Race Car! More on that in next month's issue as well.

I have been amiss in welcoming our new advertisers lately: Restoration Design has been around, based in the US, for some time; they are now relocated in Guelph. Welcome also to SportsCar Boutique, where you will find track-related goodies to enhance your driving pleasure and performance. Bulloch Tailors will help you look your best for those après-track occasions - UCR member Stan Schnapp will be happy to look after you. Past UCR director and Shift Into Spring Chair, Jeff Wagman, is offering his firm's real estate services, while Primo Trailers will get you to the track in a variety of solutions. Please give all of our advertisers your consideration when shopping for products and services. We thank them whole-heartedly for making this newsletter possible.

I recently posted some photos on our website in the Members' Rides section. These were taken when I went to Weissach to see my GT3R being built, back in late 1999; you will find a few of them in this issue accompanying my article on those cars. Doing research for that article the other day, I already found these images on another website: Wolfsburgs.blogspot.com, without so much as a credit or explanation. This just goes to show what the internet has done, not only to the speed of communication but, more importantly, to the copyright of material. It is so easy to simply take images from the net to use them for your own good. Now, if you post some cool pictures of your car on our website, they just may end up all over the net!

Have an awesome spring break, everyone. I'll be in Sebring for the second of the important sports car races of the season: the 12-Hours of Sebring - time to catch some rays! ☀

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THE WAY WE WERE...

20 Years Ago

At year end, we missed 11th in size for PCA Regions by ONE member. We lost out to Los Angeles Region, who had 597 members. Tenth was Rocky Mountain with 622. Our objective was to reach tenth place. John & Pat Van Atter and Hank Franzak joined. PCA National was considering it's spring meeting in Toronto. I don't recollect that it actually came to pass. Tire Tech, the predecessor to Shift Into Spring was to have five tire companies participating. "Old" Phil White was setting up a Porsche Maintenance day at Ruf Automobiles. E-mail as then known consisted of Envoy 100, Telemail and CompuServe and I had them all! A small cell phone was still much too expensive. Provinz had 36 pages. David Seabrooke was selling a Dyson 962 as well as a 944 Rothmans Turbo Cup car. Eight DE events were to be held at both Shannonville (5) and Mosport (3). Weekend was \$150. The DE program was exposed at our March Social in those days. Howard Dexter took his 964 to the track and worked through a series of tire issues with just about everybody in town. We published a list of all the DE car numbers and re-reading all those names brought back a lot of memories.

15 Years Ago

PCNA had taken over Canadian distribution of Porsches. Volkswagen Canada merged with the US company. A DE weekend was \$195.00 and there were four weekend events at Mosport. Owen Sela was hot about photo radar. Mini-tech's were coming up at Fiorano with Ben Ciantar handling promo. Go Karting was a winter sport – later killed off by our insurance company. Ben Ciantar and Tom Brown were setting up Shift Into Spring at David Tennyson's Formula Kartways. Howard Dexter wrote about performance tires. Rob Virtue joined. Bruce Farrow moved from downtown to the eastern 'burbs and wrote about vintage racing.

Contributed by John Adam, UCR Historian

WANTED

CONCOURS SHOW & SHINE 2010!

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

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

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

YESTERDAY, TODAY, AND TOMORROW



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Zone 1

Dates & Notes

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

Other events are:

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

National events not to be missed:

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

Please check with me or go to the Zone 1 site Zone1.pca.org.
Please see the ad for the Concours and Rally elsewhere in this issue.

Come and show the UCR flag.

Botho von Bose, Zone 1 Rep

Tel: (416) 926-0636



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Save the date!

The Annual Spring Tour

at a great new location...

The Little Inn of Bayfield

www.littleinn.com

May 28-30, 2010

your hosts Jeff White and Mary Byczok

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

LETTERS TO THE EDITOR

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

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

March Social Event

IZBA Restaurant : Traditional Polish Fare in the heart of Olde Etobicoke

This is a new venue for us. It comes highly recommended. The menu is varied and the prices are very reasonable. Although Polish fare is not light, there is something on the menu to please every palate. IZBA's boast is: "The best Schnitzel in Town Since 1971". Let's put them to the test. The Schnitzel is served with red cabbage, carrots and roasted potatoes, and costs a whopping \$10.95.

Our Guest Speaker for this evening will be (Drum Roll) Constable Hugh Smith, a member of Toronto's Finest, who has an expertise in Traffic Laws and is an experienced speaker. Constable Smith's talk will be "Beating the System: How To Talk Your Way Out Of A Ticket". Constable Smith, "Huey" to his friends, is also an expert in the repair and maintenance of Radar and Laser Detectors. If you'd like him to check yours over, he'll be pleased to do that right after dinner. OK, we're kidding, but not completely. Our Guest Speaker tonight really will be PC Hugh Smith and his speech really will involve Traffic Laws. He knows that he will be addressing members of the Porsche Club, so he may be expecting a somewhat less sympatico reaction than he typically receives. We should fool him, by cheering him raucously. If we don't like what he's saying, we can do that in the middle of his speech. You go first. Our thanks to Laurel Ward for arranging for Constable Smith.

IZBA is on the northwest corner of The Queensway and Berl Avenue. Berl is four blocks east of Royal York Road. There is parking on Berl. Directly opposite the east side of the IZBA building, on the east side of Berl, is the Saverio Schiralli Agencies, which fronts on The Queensway. We (actually, John Adam) have arranged for the use this evening of the parking lot at the rear of that property. The gate to the lot, on Berl, should be open and if so, you are welcome to park there.

See you there? ☒

IZBA Restaurant

648 The Queensway, Etobicoke Phone: (416) 251-7177

Start Packing!

The 2010 Porsche Parade St. Charles, Illinois • July 3-9, 2010

PCA's National Convention offers:

Autocross - Concours - Rally
Driving Tours - Tech Sessions
Social Events - and more!

Explore the beautiful Fox River Valley
and nearby Chicago-area attractions.

Learn more and
register at
parade2010.pca.org

Registration opens
March 9, 2010
so start planning now!



2010
**PORSCHE
PARADE**
St. Charles



2010 Spring Tour

at The Little Inn of Bayfield

May 28, 29 & 30th

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

We have obtained some great pricing for those who want to join us for the weekend (minimum 2 night stay). Other options are to come for the fun run only or fun run and dinner only.

On Saturday morning we'll show off our freshly polished 'P' cars at a concours event at 11:00 am at the Inn, before heading for our tour of the beautiful farmland and lake view landscape. Our tour will be organized by our local members Paul and Lynn, who did a fabulous job organizing our route last year. The last few years have been a blast at the spring tour. It's a great way to meet fellow 'P' lovers from around the Province... so please join us. Register by May 3rd... There is a limited number of rooms available - so, the sooner the better!

Your 2010 Spring Tour Hosts, Jeff White and Mary Byczok

Registration Form-Spring Tour 2010

Name of 1st guest _____ Name of 2nd guest _____
Cell phone: _____ Email address _____

Registration fee for the Spring Tour is \$25 per person (no fee for fun run only). Please send your cheque payable to PCA/UCR, c/o Aurora Financial, 19 Kennedy St. W., Aurora L4G 2L3.

Please indicate your shirt sizes below:

Shirt Size: Small _____ Medium _____ Large _____ X-Large _____

- () I/we will be staying at the Inn Friday and Saturday*
() I/we will attend the Saturday fun run only
() I/we will attend the Saturday fun run and dinner only

**Package rates vary from \$468 to \$534 for the weekend, depending on the type of room and includes breakfast daily and dinner on Saturday; upgrades to suites available at a higher cost. Please call the Inn by May 3, or earlier at 1 (800) 565-1832 or (519) 565-2611 to make your room reservations. There are a limited amount of room available, so please call early to avoid disappointment...the rooms are being held under the name of Porsche Club.*

Also, please complete this registration form by May 3rd or earlier and fax or email to:

Jeff White

Fax: (905) 841-3337

Phone: (905) 841-3612 or 1 (877) 228-2658

The 2010 Spring Tour is sponsored by Aurora Financial.



Zone 1 Concours d'Elegance & Rally

May 14, 15 & 16, 2010

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

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

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

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

Weekend Schedule

Friday Evening Registration & Hospitality

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

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

Saturday All Day - Concours Preparation

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

Hotel Reservations

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

Concours, Rally & Dinner

Pricing Information (dates are postmark)

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

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

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

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

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

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



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 at Watkins Glen is not only a driving event, one of the longest running Driver Ed events in PCA, it is also a social event, bringing together members from the Zone and beyond.

The driver education event will consist of nearly two hours per day at speed for each entrant on Saturday and Sunday. Friday is our annual Zone 1 Instructor Day, including PCA National Instructor Training. This year, the entry fee will include a Saturday evening reception with an open bar in the front of the garages. The cost of the event is \$260 per entrant.

Registration will be handled by <http://clubregistration.net> and Paypal remittances. Registration opens on April 15 and closes June 4. It is sure to be a sell-out again this year! More details can be found at <http://zone1.pca.org> after April 1st.

After your registration fee is paid and your application is accepted, you will receive a confirmation email with additional information and requirements. Please read the email and make sure that you follow all the requirements contained in the registration package, including a pre-event technical inspection.

If you have a Zone 1 Voucher, complete the registration and make your Paypal payment. Upon acceptance, send your Zone 1 Voucher to the registrar and you will receive a credit for the amount of the voucher. 🏁

SHIFT INTO SPRING

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

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

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

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

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

Details will follow at www.pcaucr.org.

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

Jeffrey Wagman ☼
Chair



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

UCR TECH SERIES



The newly purchased donor car

THE TECHNICALITIES OF GETTING FROM STREET TO TRACK... PART 4

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

Wow, still with us? Have you Porsche owners nothing better to do until spring? I'm glad you're hanging in there and as a treat I'm taking you on a road trip this month. Last issue's article ended with warnings of "dark clouds" of the mechanical nature kind and not the Mother Nature, Umm... nature kind.

If you have been following along you'll already know we were starting 2009 and our 3rd DE season with a pretty cool looking 1986 944 DE track toy. We had a new green, violet and yellow livery, rock-hard suspension and a half-cage with the SFI, 6-point harnesses. I just couldn't wait to drive it and yet I'd end up watching as someone else tracked it for the first time that season.

I promised Vika, that if she got her G1 license, (Oh, get your mind out of the gutter. She just never got around to getting a driver's license.), that I'd put her in IDS, (Introductory Driving School) and she could

then run DE weekends at Mosport; so, off we went to April Skid Pad training. She had a blast even though she was in the wrong car for a beginner. The stiff suspension, cage, harnesses, R-compound tires and much-improved power-to-weight ratio made her task much harder compared to me when I started with a stock 944. Following our carefully laid plan, Markus continued to develop the car, always setting its limits beyond my capabilities but within reasonable reach. The car was now perfectly suited to me but a little too aggressive for Vika and she had a few "offs". Markus asked if I'd been doing any farming with it when he next got it up on the hoist.

I finally drove in early May, (Mosport) and I was absolutely thrilled with the car but I was going to miss the late May DE, (Mom's 80th) and that would have meant an eleven-week gap with no seat-time until the next UCR event in late July – not going to happen, I thought.

Luckily we have plenty of DE options with our sister clubs in the PCA. The NER hosted an event at Watkins Glen, (See Provinz, September 2009), and then NCR and NER came north to LCMT in early July, (See DE-Licious, Provinz, August 2009) as part of a seven or eight-day Canadian road trip for the adventurous. Three days at LCMT followed by a travel day, then three more days at Calabogie. I got to all of them. It's an incredible learning experience, a new track, a dozen or so new corners, yet, drive enough tracks and you start to see similarities. Corner 3 here is just like corner 8 there, only backwards, etc. Seat-time at other tracks will definitely make you a better driver on your home track and everywhere else for that matter. >



> As you may recall from the August issue of Provinz, the three days at Calabogie, well, wasn't as it turned out. It started with one lost run on Friday with over-heating. One of the two radiator fans quit and I spent thirty minutes on the phone with Markus from the shop in Kingston as he walked me through the trouble-shooting and then the work-around. On Saturday I got "black-flagged" during my 3rd run for a suspected fluid leak. Yeah, we were dropping a little oil although there was no indication of performance loss at all. Unfortunately, after another 45 minutes on the phone with Markus there would be no simple work-around for this one.

I loaded it up and headed out on the two and a half-hour drive to Kingston with the faint hope that Markus could fix it that night and get me back on track the following morning, but that wasn't to be. We were terminal. The number two cylinder had a 23.5% leak-down. The rings were damaged and we were facing an engine re-build.

Here is where you end up with a myriad of possibilities; rebuild the NA engine, but then you're going to rebuild all four cylinders, aren't you? After all, the rings on 1, 3 and 4 went up and down just as many times as #2 did. What if the cylinder is damaged? Then it's a major job to re-bore. We also gave a lot of consideration as to how much longer I was going to be content with 147bhp. It's a good thing we had that discussion because the answer was, "Not much longer." We considered a turbo, (217bhp) but I wasn't sure that was the direction I wanted to take. How about an S (187bhp) or the 3-liter S2 (208bhp) options? With all the cost considerations and power options the S2 NA was where I wanted to go.

The problem is finding the engine and parts in the middle of a race/DE season. We were getting frustrated after three weeks of searching. Markus had said, "Finding the right donor car is all about timing and right now our timing sucks!" We had just concluded a discussion during which we decided to rebuild the NA and finish the DE season and an hour later he called back to say a wrecked, salvage-title, 1991 S2 just came up for sale on E-bay in the States.

I bid \$3,000.00 - SOLD! It had been rear-ended in New Jersey and written off, but who cared? We didn't need the chassis. We got the 3.0 L engine with the revised transmission and gearing that Porsche came up with to better suit the 208bhp power plant. The car was running so we also had the confidence that we had all the parts, (exhaust & intake manifolds, airflow meter, wiring harness & DME,

etc.). Plus the 4-piston Brembo brakes which were the standard on the Turbo and S2 models of the era.

Vika and I decided we'd make a little road trip out of it, but this one wouldn't be your typical spontaneous jaunt out of town. This would require a little more advance planning. First you have to contact the Registrar of Imported Vehicles, "RIV", (416) 626-6812 or 1-888-848-8240. They'll give you all the Canadian information you'll need. Next you have to pre-plan your port of re-entry. We picked Alexandria Bay, N.Y. because the S2 donor car was going directly to Markus' shop in Kingston. I called them and spoke to a customs officer to find out that they worked day-shift only and wouldn't be able to process the Vehicle Export permit before 8AM or after 4PM, Monday through Friday. They also needed all the paperwork 72 hours in advance, including the Original Salvage Title. These have to be couriered to them by the seller. Copies are not acceptable (See: www.cbp.gov.> ports> New York> Alexandria Bay). The 72-hour requirement for the VIN in the Customs & Border Protection system is to allow for a check on theft or liens on the vehicle.

So we loaded up the 4-Runner, hooked up the trailer and headed for Trenton, NJ. We headed down on the West side of Lake Ontario, through New York, Pennsylvania, and then New Jersey. Vika is a fantastic road-trip companion but a lousy navigator. Following our progress diligently and announcing up-coming ramps and direction changes efficiently for a full five hours she happily announced, "We're here!" I said, "What do you mean, it's an seven hour trip." She said, "No that's it, that's the last direction, we're supposed to be here." "Turn the page over Honey!" "Oh!"

We spent two nights at The Inn at Lambertville on the banks of the Delaware River and just a short walk across the bridge to New Hope, NJ. We collected the S2 on the first morning and set off to explore the area. I called Alexandria Bay to find out the courier package was late and we'd have to kill another day. Now Lambertville is a quaint, beautiful spot but one day was plenty, so we had a wonderful dinner at The Lambertville Station restaurant, a good night's sleep and it was off to Atlantic City, NJ for the third night of the trip.

We checked into the Tropicana Casino and Resort after finding suitable, safe parking for my rig and played Texas Hold'em until 2 AM. We both love the game and managed to walk out with about

> *Continued on Page 35*

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Hours of Daytona,

Porsche Wins Long Distance

Report and Photographs, courtesy of



The Daytona 24 hour race concluded with a victory for Porsche. After Brumos Racing won the event last year with a Porsche 911-powered prototype, this time victory went to a Riley fitted with an independently-developed V8 engine based on the Porsche Cayenne. Sharing the cockpit of the winning car were Joao Barbosa (Portugal), Terry Borcheller (USA), Ryan Dalziel (USA) and Mike Rockenfeller (Switzerland). For Porsche, this marked the 22nd success at the long distance classic in Florida.

"That was a thrilling and tough race from start to finish," said Hartmut Kristen, Head of Porsche Motorsport. "After last year's great result, the Porsche teams were again very successful."

In the GT class, Porsche works drivers Joerg Bergmeister (Germany) and Patrick Long (USA) secured second with their TRG/Flying Lizard Motorsports Porsche 911 GT3 Cup. Last year's winners received back-up from their team mates Johannes van Overbeek (USA) and Seth Neiman (USA). "Of course, you're never totally happy with second place, but this time we can be satisfied considering the problems we had to cope with," said Patrick Long. A broken front shock absorber had to be replaced and at one stage the throttle pedal stuck. The stops for repairs cost the title defenders their lead and robbed them of

the chance of another win. Nevertheless, Joerg Bergmeister was happy with the outcome: "Over most of the distance our car ran beautifully. The more grip the track developed, the faster we became. In the final hours we were clearly the quickest."

Porsche works driver Wolf Henzler (Germany) with Ted Ballou (USA), Kelly Collins (USA), Patrick Flanagan (USA) and Andy Lally (USA) finished third with their TRG Racing Porsche 911 GT3 Cup. "Third place was a decent end to an eventful race," he commented. "Due to problems early on in the race we fell back to eleventh. I never imagined we could bring home a podium result. But we fought back and pulled out all stops to the flag."



For Porsche works drivers Timo Bernhard (Germany) and Romain Dumas (France) not everything ran

as smoothly on the Daytona International Speedway. With their 911 GT3 Cup fielded by TRG Racing they were holding a comfortable three-lap lead in the GT class when their team mate Bobby Labonte (USA) ran out of fuel. The NASCAR star had to be towed into the infield. Through this mishap the leaders lost their advantage and later fell even further back in the field with a faulty clutch. The trio eventually saw the flag in ninth place. ➤



Porsche Classic In Florida Porsche AG Press Archives

Race Result

1. Barbosa/Borcheller/Dalziel/Rockenfeller (P/USA/USA/CH),
Porsche Riley (DP), 755 laps
2. Pruett/Papis/Rojas/Wilson (USA/MEX/USA),
BMW Riley (DP), 755
3. Hunter-Reay/Bouchut/Tucker/Luhr/Westbrook (USA/F/USA/D/GB),
BMW Riley (DP), 751
4. Krohn/Braun/Jonsson/Zonta (USA/USA/USA/BRA),
Ford Lola (DP), 735
5. Friselle/Negri/Pew/Wilkins (USA/USA/USA/USA),
Ford Riley (DP), 726
6. Angelelli/Lamy/R. Taylor/W. Taylor (MC/P/USA/USA),
Ford Dallara (DP), 711
7. Allmendinger/Friselle/Patterson/Valiante (USA/USA/USA/CAN),
Ford Riley (DP), 707
8. Bomarito/Ham/Haskell/Tremblay (USA/USA/USA/USA),
Mazda RX-8 (GT), 707
9. Bergmeister/Long/van Overbeek/Neiman (D/USA/USA/USA),
Porsche 911 GT3 Cup (GT), 703
10. Henzler/Flanagan/Ballou/Collins/Lally (D/USA/USA/USA/USA),
Porsche 911 GT3 Cup (GT), 691

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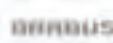
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Porsche Power Succeeds at the Rolex 24 at Daytona as Action Express Racing Porsche Riley Wins Overall; TRG Porsche 911 GT3 Cup Entries Second and Third in GT

Mechanical problems, bad luck, and on-track incidents push Porsche 911 GT3 Cup teams off the topstep of the Rolex GT podium; Broken driveshaft, engine ills ruin Brumos Porsche's chance to repeat
Courtesy of Porsche Cars North America, Inc.

DAYTONA BEACH, Florida - January 31

Using a veteran driver line-up including Ryan Dalziel, Mike Rockenfeller, Joao Barbosa, and Terry Borcheller, and support from a veteran team, Brumos Racing, the Action Express Racing Porsche-powered Riley upset the pre-race favorites to win the 48th running of the Rolex 24 at Daytona.

The engine is a Porsche Cayenne-based V8 built as a independent project and mated to a Riley chassis.

Pre-race favorites BMW Riley, Ford Riley, Ford Dallara, and last year's winner, the Brumos Porsche Riley, all led the race at various times during the day and night, but mechanical gremlins and miscues on the track derailed those efforts, and the Action Express team came away with the win.



In the Rolex GT class, it looked like a Porsche 911 GT3 Cup victory was in the works once the leading Camaro broke overnight, but the leading TRG Porsches lost their advantage in the last four hours of the event.

First, the #71 TRG Porsche 911 GT3 Cup, with NASCAR star Bobby Labonte at the controls, ran out of fuel on the course and had to be towed into the infield, where the TRG crew met the car, gave it a dump-can of fuel, and got it back on the track. However, Labonte had to circle the track again, and then come in for a full fuel stop and driver change under green, and lost the three-lap lead the team had built in the GT class. Only seven minutes later, the new leaders #67 TRG Flying Lizard Porsche 911 GT3 Cup of Seth Neiman/Johannes van Overbeek/Joerg Bergmeister/Patrick Long came into the pits with a broken front shock. The team replaced the shock, but it put them five laps back, and opened the door for the #70 Speedsource Mazda to take the lead - a lead they never relinquished.

The #71 car, with Labonte, Romain Dumas, Timo Bernhard, Spencer Pumpelly and Tim Gerge, Jr., later broke an axle and ended up ninth in class. The #67 car finished second, and third place went to the #66 TRG Porsche Ted Ballou, Kelly Collins, Wolf Henzler, Andy Lally, and Patrick Flanagan. The #59 Brumos Porsche Riley, although many laps down in eighth place, had an emotional moment at the end of the 19th hour as five-time Rolex 24 winner Hurley Haywood stepped out of the car for the last time as he had announced that he would retire after this race. "I would have liked to finish this with a win, but we gave it a good effort, and I am proud of our entire Brumos team," said Haywood, who added that he thought about his retirement a little before his last stint, but once he was belted in and out of the pits, it was 100 percent racing.

Other top Porsche 911 GT3 Cup finishers in the Rolex GT class included the Magnus Racing Porsche 911 GT3 Cup team (John Potter, Craig Stanton, Jeroen Bleekemolen and Richard Lietz) - fifth; the Foametix/Battery Tender Alex Job Racing Porsche (Claudio Burtin, Jack Baldwin, Mitch Paggerey, Martin Ragginger, Dominik Farnbacher) - 12th; and the Bullet Racing Canadian Porsche (Kees Nierop, Darryl O'Young, Steve Paquette, Sean McIntosh and Ross Bentley) - 13th. 🌀





The new Porsche 911 Turbo S; photograph, courtesy of Porsche AG

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Submitted by Laurance Yap, Manager Public Relations, Porsche Cars Canada

The engineers at Porsche AG have developed a new top-of-the-range sports car for customers who will only settle for the very best in terms of power, performance, technology and driving dynamics: the new 911 Turbo S. Befitting its position at the top of the 911 range, the new model not only is more powerful and even more dynamic, but it also comes as standard with a number of high-tech components that are only available as options on the "regular" 911 Turbo.


The heart of the new Turbo S is a six-cylinder boxer engine boosted by two exhaust gas turbochargers with variable turbine geometry. With higher boost pressure than the 911 Turbo, power increases by 30 to 530 bhp, while maximum torque is increased to 516 lb-ft. Despite its significant increase in power, the new Turbo S, at 11.4 litres/ 100 kilometres on the European cycle, does not consume any more fuel than the regular 911 Turbo, making it by far the most efficient sports car in its performance class.

The 911 Turbo S comes exclusively with seven-speed Porsche Doppelkupplungsgetriebe (PDK) double-clutch gearbox,

which conveys its power to all four wheels via Porsche Traction Management (PTM) all-wheel drive. Further enhancing driving performance and safety are standard Dynamic Engine Mounts and Porsche Torque Vectoring (PTV), including a mechanical differential lock on the rear axle.

Using launch control from the standard Sport Chrono Package Turbo, the 911 Turbo S accelerates from a standstill to 100 km/h in just 3.3 seconds and reaches 200 km/h in just 10.8 seconds; top track speed is 315 km/h. Light and fade-resistant Porsche Ceramic Composite Brakes (PCCB) provide outstanding stopping power and control.



The 911 Turbo S features a supreme level of standard equipment. Dynamic cornering lights, 19-inch RS Spyder wheels with race-inspired centre locks, a three-spoke sport steering wheel with paddles, adaptive sports seats and a CD/DVD changer are standard. Among the interior trim choices are two exclusive combinations – Black/Crema or Black/Titanium Blue. 



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The new Porsche 911 Turbo S; photograph, courtesy of Porsche AG

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2	May 8/9				
3	May 15/16				
4	May 22/23				
5	May 28/30	Bayfield Spring Tour	Mary Byczok & Jeff White		
6	June 5/6				
7	June 12/13				
8	June 19/20				
9	June 26/27				
10	July 3/4				
11	July 10/11				
12	July 17/18				
13	July 24/25				
14	July 31/August 1				
15	August 8	Niagara on the Lake Wine Tour	Bill van Vliet & John Adam		
16	August 14/15				
17	August 18/19				
18	August 28/29				
19	September 4/5				
20	September 11/12				
21	September 18/19				
22	September 25/26				
23	October 1-3	Multi-Event Weekend	Andy Wright & Ian John		
24	October 9/10				
25	October 16/17				
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10 YEARS LATER THE WATER- COOLED 911 RACE CARS

By Kye Wankum



Following the introduction of the water-cooled 911 in 1997, the 996 model, Porsche wasted no time to start building racing variants of the new car. First to hit the assembly line was the Supercup version for that single-make series. For 1999, Porsche also introduced the 996 GT3 at the Geneva Motorshow, originally intending to build 1350 examples. Instant popularity prompted an additional 500 cars to be built in 2000. Much like the 1973 Carrera RS, the 996 GT3 served not only as a Porsche enthusiast's road going track car but also as the basis for FIA (Fédération Internationale de l'Automobile) homologation of the 996 racing derivatives for international competition.

In brief, Homologation is the process by which a manufacturer's racing version of a road car is accredited to comply with the governing body's regulations; typically, a minimum number of road cars have to be constructed.



In the fall of 1998, Porsche's racing department at Weissach had begun the development of an all-out racing car based on the 996 model line, taking the modifications of the car, which was still based on a road car chassis, to the limits permitted by the FIA homologation regulations. Alwin Springer, head of Porsche Motorsport North America (PMNA) at the time, later told me that it had also been, though not a regulation, an agreed upon stipulation, that the base car should not cost more than

250-thousand U.S. Dollars. Thus, based on the 996 GT3 road car, the 911 GT3R was born. Porsche made two examples of this new car and had them entered by two different customer teams at the 1999 running of the 24-Hours of Le Mans. The entry of Manthey Racing of Germany, featuring drivers Uwe Alzen, Patrick Huisman and Luca Riccitelli, placed 13th overall and won the GT class, promptly rendering Porsche's previous contenders, the 993-based RSRs, uncompetitive. The second car, entered by Champion Racing and featuring drivers Dirk Müller, Bob Wollek and Bernd Maylander finished 2nd in GT. This then was the beginning of the highly successful racing endeavours of the water-cooled Porsche 911 racecars.

Having just won the 1998 SVRA Paine-Weber vintage endurance championship and all other required stars coincidentally being aligned, it was in early 1999 that I decided it was time to fulfill a longtime dream: running the 24-Hours of Daytona. Following fellow UCR member Doug Trott's example, it was widely accepted that the only way to tackle that

race was with a brand-new racing car from Porsche. Doug Trott had inspired many of us when he finished 11th overall and 5th in GT2 at Daytona with a brand new RSR in his first-ever attempt in 1996. Obviously, the





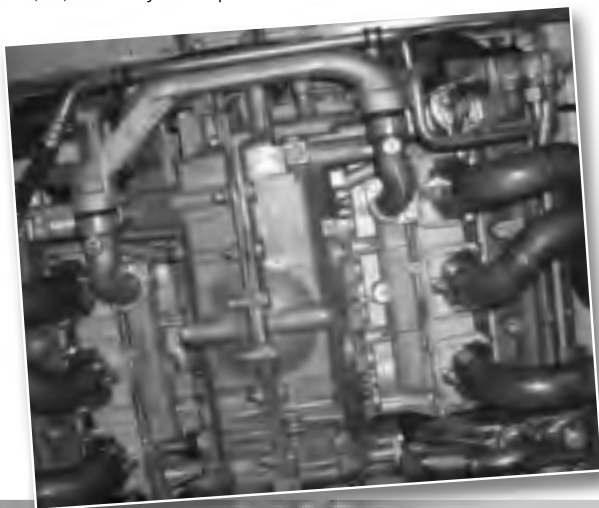
> car to buy now was the 911 GT3R - but how does one buy a car like this? Being way too occupied with business on both sides of the pond, I left it up to business partner, friend, and fellow UCR member, Greg Doff, to figure that out. In the end, we needed Rick Bye and longtime friend Rudy Bartling to simply vouch for me when I met with Alwin Springer at the Porsche Parade in Mt. Tremblant in August of 1999. At the time, only six cars were to be sold to North American customers and I got to purchase one of them with the solemn promise that I would indeed run this car in international competition and not hoard it as a collector's piece. One handshake – and, oh, the money wired up front in full.



Working in Germany at the time and knowing the language, certainly helped in my attempt to secure entry into the inner sanctum of Weissach. Alwin Springer happened to be there to see about the progress made on the GT3R customer cars being constructed and, after some hesitancy and the promise not to tell (“otherwise we’ll have all of the Yankees coming here to look”), I was granted a visit with Alwin and Gerd Schmidt, who was Weissach’s director for this program, late in 1999. Of course, I was in awe of this holy grail of Porsche racing fanatics but it just struck me how small, how neat and tidy, how quiet it was. There were just a handful of mechanics working on the cars, situated on, or on hoists above, the terra cotta tile floor. The quality of the cars as well struck me. Having been around racecars for some time, I knew what they were eventually destined to look like. But these cars were astounding in their fit and finish and even paint quality. Alwin and Gerd took quite a bit of time (and pride, I believe) to guide me through the particulars of the cars – maybe a couple of hours – while the staff was leaving for ‘Feierabend’ – the end of the working day. Was I excited? Well, just a little. . .

Other things to be seen at the facility included a Supercup car, just kind of sitting there, and a GT1, displayed behind glass – a relic in racing terms, by that time. There was an area curtained off as well, but I was not allowed, nor have I ever really figured out what they could have been working on.

Although, later conversations with Alwin, and hints I imagined he dropped, have always led me to believe that Weissach was working on the LMP675 prototype long before the Spyder made its debut.



The deal having been made, the next step was to attend the test days at Daytona, just after new years of 1999/2000. Purchasers of the car were here to test it or, as was my case, since my car had not yet been completed, to have my crew present for the workshops about the car, put on by PMNA, and to have the software for the cars loaded onto our computers. It was here that I found that fellow UCR member Joel Reiser had also purchased one of the cars and had already taken delivery. Joel and his team, Reiser Callas Racing, were already an established customer racing team at the time, having previously competed in the ALMS with a 993-based RSR. In fact, if I remember correctly, I think I may have contacted Joel prior to purchasing my car and he may have said something about ‘The Green’ and small and large fortunes. . . >



> By the way, Greg Doff had by now also been very busy: hiring a crew, including two full-time employees, renting a shop facility, buying a tractor-trailer, hi-tech awning, gazillions of dollars worth of necessary tools and equipment, you know, fuel rigs, golf carts, tire carts, and on and on...

Even though I had thrown all common sense to the wayside by this time and gone ahead and purchased the car anyways, I did end up getting cold feet. I was finally informed that my car would not arrive on these shores until one week before the 24-Hour race. One week to drive the car, learn the car, prep the car – no way; not for an upstart team. We'll play it smart; we'll do the entire ALMS season, starting with the 12-Hours of Sebring, instead!

I did attend the 2000 running of the 24-Hours of Daytona, alas as a spectator, to see how 'our car' was performing. It was here that I met number three of the UCR members who bought one of these early water-cooled 911 racecars: Tony Burgess, dad to our favourite sales person at Downtown Porsche, Robert Burgess. Of course, Robert was only about two or three at that time. As I found out later, Tony had bought his car through Seikel Racing in Germany and therefore had been able to buy directly from Weissach, whereas all North American customers had to buy through PMNA and pay, what was commonly (and surely quite wrongly) referred to as the Alwin tax, rumored to be in the 30%+ area. Not only that, but North American customers all had to buy their parts and have engine rebuilds done at PMNA as well, while Tony was saving a bundle dealing directly with the factory through his support team, Seikel. Tony's car




has been referred to as the 'cow car' because of its black graphics on the white car (more of a California grunge rock tattoo design than a cow, as far as I'm concerned).

The 2000 running of the 24-Hours of Daytona turned out to be fairly disastrous for the new GT contender from Porsche. Problems with the sand casting of engine parts, resulting in sand actually being freed up and getting into moving parts like the water pump, caused engine

failures sooner or later in the race. 11 GT3Rs out of 20 entered succumbed to engine failures, although it would be presumptuous to say that all experienced the same problem. One of the cars, however, the RWS Motorsport entry from Europe, featuring drivers Quester, Willems, Hofer and Riccitielli, finished 7th overall and second in class. Just not quite good enough for a watch...

was speaking to Robert Overholser of Lufteknik the other day - his company in Richmond, Virginia does beautiful work from restoration projects of all Porsche types to race prep of water-cooled racecars - and he has made the latter his passion by putting together a reference source-type website for these cars. Robert was saying that I would

have done well at Daytona that year; the problem was that most competitors had already been running their cars at tests, etc.; mine would have been fresh out of the box. Being fresh, it would have lasted the distance. Go figure...

More on the history of the water-cooled 911 racecars next month. With generous help from Robert Overholser, Lufteknik; www.lufteknik.com; www.gt3r.com 

With Gerd Schmidt, GT3R Programme Director at Weissach


> **UCR Tech Series Continued from Page 17**

\$500.00 of other people's money. Always leave a winner I say! OK maybe 2 AM wasn't such a good idea added to the fact that we probably talked excitedly about the "bad-beats", "traps" and "pot-odds" situations we encountered until about 4 AM. It was a very long seven-hour drive back north and when we checked into our little B&B for night #4, in Thousand Islands, NY that four-poster bed was a welcome sight.

After a great night's sleep and breakfast we made the short trip to the border stop at the US Cargo Processing Center, still on the US side. Here we presented our copies (Yes! make copies of everything before the originals go out by courier). The car was clean and they checked the VIN against the original paperwork, stamped my papers and off we went to the Canadian border entry point.

Here we told them we were importing the car for parts, answered the typical questions and claimed our exemptions for Duty Free. The look he gave me when I said the car was only \$3,000.00 warned of a nasty situation about to develop. I was glad I heeded Markus' advice and printed the E-Bay page to corroborate the Bill of Sale information and avoid a potential hassle. The Canadian Customs Officer then

directed me inside to fill out some paperwork. Form 3 is for a car imported for parts or one with Salvage Title, (which can never be legally licensed for street use in Canada). It's no-charge compared to Form 1, which costs \$73.50 when you are bringing in a road-worthy vehicle. If the car has AC, there is another \$100.00 AC tax to pay. If the AC works and you plan to leave it on you might want to pay the tax, if not, pull the compressor and avoid the tax. The Canadian Customs Officer tallied up my purchases, converted it to Canadian, less my "48-hour absence" exemption - Total \$2,816.00 and that's the amount on which I paid \$126.72 duty, (because it was manufactured in Germany - Duty exempt if manufactured in the US), GST/HST, (\$147.14) and PST, (\$235.42). Total \$509.28 - Damn! There go our poker winnings, but we were back home in Canada with at least \$6,500.00 worth of parts for the bargain price of \$3,500.00.

Next month we start the two-part finale of this Tech series and take you through the build stages of the new car. 

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.

Because not everyone drives like you do.

kbergmanis@bplawyers.ca

Kurt Bergmanis, Member Ontario Trial Lawyers Association
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Track



Dave Osborne
Track Chair

I hope you've all had a great mild winter and your winter projects are nearing completion. Your Track Team has worked tirelessly through the winter to put a fresh coat of polish on the Driver Education Program for 2010. We all agree that this season will be the best yet, as we invite you to come out and enjoy the program this year. Our first two Introductory Driving School (IDS) events are almost full, so to avoid disappointment, make sure you've been accepted. The IDS is a rich, rewarding day, as you learn to confidently place your car where you want it. Even if you don't continue in the DE program, you will be a better, more confident driver on the way home.

One thing that always impressed me about Porsche was the company claim that you could race any car that they build. Surely this was true as they competed in the original 356, right up to the GT3 RS, with customer cars filling in any category that the factory didn't compete in. I thought that boast had died when they produced the Cayenne. At first I was hoping they planned to conquer the Paris-Dakar rally, like they did with the 959, but when that didn't happen, I accepted it as a modern day reality. I can't tell you my surprise when I watched the first road course race of the year, the Rolex 24 Hour at Daytona and found out that the winning Daytona Prototype was powered by a Cayenne V8. The effort was managed by Brumos, but when Brumos decided to run only one car, a privateer bought the second car and managed the overall win with an engine program developed on their own. So there you have it, the Rolex 24-Hours at Daytona was won by a Porsche SUV. I don't know what they're going to do with the Panamera but I haven't lost my faith. If it's a Porsche, someone will race it!

I have a suggestion though, so listen up Porsche! If you take one of your potent new V8's and stuff it into a two door Panamera, clean up the lines at the back and



re-name it, I'll buy one! That's right, you've already sold one and you haven't even drawn the thing yet! We can call it a 928 S2. You've given in to water-cooling, you've placed the engine in the front, so why not go all the way and resurrect the 928. It was the most misunderstood car you ever built and it deserves a shot at the big time. If you get rid of the automatic transmission, the seven hundred pound interior and all the touring stuff, the 928 is a phenomenal car. It was just too far ahead of its time.

This winter is almost in the history books now. One thing that I noticed is that there must be a car guy gene that involves trucks. Just like your hair and eye color, somewhere in your family tree is a guy who drove something large. We have a snow plow that three guys share to clean our properties. I started doing my own when the service we paid became undependable. Either their truck was broken or they were so late that the ruts had already taken hold. So rather than break everyone's ankles I started plowing my own parking lots. You would think that plowing would be a terrible job but I noticed that as soon as the snow started falling, all three of us were jockeying for plowing time slots. There is something about driving around in a big truck pushing piles of snow that is somehow primeval. "I am more powerful than nature", I think as I push a path through the parking lot. Well, at least I have the comfort of knowing two other guys who are as crazy as I am. I just wish they would remember to plug the darn thing in. >





> Next month is our official opening of the Porsche season at the first Introductory Driving School (IDS) on April 17th. Followed by the second IDS on May 1st at the Mosport Development Site. The next day is the Shift Into Spring social at Pfaff Motors, where our members come out of hibernation and start thinking Porsche Club. Your DE Team will have a display there in hopes of influencing the masses to join us in our passion this year. We will have a video display and brochures explaining the program to anyone interested in getting more enjoyment from their cars and I will be available to answer any questions that you may have about our programs. Then it's only two weeks till the rubber meets the road course at the first DE of the season on May 15th. Just writing about it makes me want to go sit in my car and make engine noises!

Sometimes we take for granted having a Driver Education Program with the standards of Upper Canada Region. Those living in the GTA are only an hour's drive away from one of the ten best road courses in North America, where you can drive your cars the way they were meant to be driven. Quickly, precisely and safely. From time to time I'll be talking to one of my neighbors and asking them what they did on the weekend. The answer usually involves either their lawn, some wood, or going some place they didn't want to go. I tell them that I drove my Porsche on a former Grand Prix track with a hundred other like minded "trackies", as fast as I was capable of driving, with nothing on my mind but the next corner! I know we're lucky to have this program available so I plan my summer around these events. My dad always said, "work to live, don't live to work".

If you haven't found a reason to try out our track program yet, e-mail me with your lame excuses and I'll come up with double the number of reasons that you should. If you own a Porsche,

you're cheating yourself out of an incredible experience. Sign up and sign up often. Come out and share a weekend with us and I promise you that your neighbors will feel pretty foolish telling you about their new weed eater!

See you trackside,
Dave ☒

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changing wheels and tires and brake maintenance.

Photograph by Botho von Bose

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

Participants can register at the Centennial College website at www.centennialcollege.ca

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

SPONSORED BY UPPER CANADA REGION



ZONE 1 PCA – May 28 - May 30, 2010

10th Annual "PORSCHE CLASH AT THE GLEN"

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

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

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

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

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

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

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

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

Registration opens April 8th, 2010, via clubregistration.net ONLY. All applications must be received no later than May 16th, 2010!

Sincerely,

Susan Davis and Ken Jensen

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

911 Parts for Sale; Fibreglass hood and front fenders for 74 to 89 911. NOS 69 to 73 front fenders. Rebuilt 915 trans. 3.0L short block eng. Complete black convertible top. Much more email 911parts@sympatico.ca

1986 944 Turbo; Very Fast 1986 Turbo Black with tan interior. This car has been completely rebuilt and upgraded from top to bottom. Some of the upgrades include; Engine rebuild, Limited slip differential transmission rebuild, Stage II Mass airflow kit & Chip upgrade, 4"exhaust system, Fidanza Flywheel, Aluminum coolant tank, Fule rail pressure regulator and gauge kit, K26 turbo, Cross drilled front and rear brake rotor upgrade, Cambermeister cambe brace and solid suspension bushing kit, Manual boost control, Power perfect system, New leather dash and console, new paint, new tires, etc etc. This car has never been on the track. The car had 86,000 original miles prior to the rebuild. It has seen very few miles since the rebuild. The appraised value is \$29,125. The price is \$18,500 (the parts cost more than that). Contact Brent Vickery 4166179070*

1986.5 928 S for Sale; California car in Canada since Nov 07. Very nice rust free body & chassis. Equipped with the 5.0L 32V engine. Automatic trans. Limited Slip Diff. Rear A/C. Interior has been mostly replaced due to sun fade. Still needs some finishing, have all pieces. Paint is sun faded on top surfaces. Has new timing belt/ water pump and top end gaskets done less than 1000 miles. Runs good, shifts good. Price \$3900 Firm. Contact Edward. *

Special Edition 2008 Boxster at PFAFF; Here it is! Rare (only 250 produced) GT3RS orange limited edition Boxster. It's all due to a Splashlight Studios creation that was shown at the New York auto show and attracted so much interest that Porsche wants to endow 500 new Boxsters—250 base models and 250 S models—with the paint job. and we have one. Special alcantara suede seat inserts, GT3 style alcantara steering wheel, orange painted interior trimming, factory body kit and amazing sounding sport exhaust! This particular one owner example was sold from new by Pfaff and is # 2 of 250 Boxsters produced. Destined to be a future collectible. Leasing options available from Pfaff Porsche,

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Get your ad in by the 1st of the month to appear
in the next month's issue.

Canada's leading pre owned Porsche retailer. Example: lease this Boxster for \$835/mo with \$5000 down plus taxes. Porsche Financial Services 48 mo lease with 20,000km/yr mileage allowance. Price: \$52,900. Contact Pfaff CPO (905) 851-0852*

OEM Ring & Pinion or 915 Transmission; 831 ring & pinion for 915 transmission. Some pitting at base of splines so not suitable for racing or heavy track use. Price: \$299, Contact Patrick Ferrier *

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




TECH CENTRES

TORONTO

RoadShow Automotive Appraisals, Pickering
905 391-6917

Downtown Porsche, Toronto
416 603-9988

G Tek Automotive, Toronto
416 755-7884

HP Cars Service, Toronto
416 752-7280

Import Auto Service, Etobicoke
416 251-6216

Refined Motor Sports , Toronto
416 248-9777

NORTH

Alex McIntyre and Associates, Kirkland Lake
705 567-3266

Auto Select, Newmarket
905 853-0442

Daytona Auto Centre, Woodbridge
905-264-9982

EU Autowerks, Woodbridge
905 850-7600

Pfaff Porsche, Woodbridge
905 851-0852

Hockley Autosport, RR#1 Palgrave
905 729-2971

Rudy Bartling / Bestline Autotech, Concorde
905 482-3955

Fiorano Racing, North York
416 741-1696

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

Exurcar Elegant Automobiles 4196, Carlyon
Line Orillia 705 327-8672

EAST

Blaszak Precision Motorsports, Inverary
613 353-7012

Competition Motors, Belleville
613 967 1481

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

Response Engineering , Whitby
416 526-3487

Madeley Automotive & Diagnostic Service
Kingston, 613 634-0306

WEST

Auguste Automobile Service , St. Catharines
905 682-4242

Eurotune , Caledon Village
519 927-9929

Furtmair Auto Services Inc., Kitchener
519 576-9972

Hunter Motorsports, Mississauga
905 272-5137

Leny's Automega, Mississauga
905 803-8473

Keltech Performance, Mississauga
905 565-9888

Mantis Automotive, Oakville
905 844-6219

Marc Plouffe, Burlington
905 681-0869

Tatra Motor Sport, London
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RSP Motorsports, Komoka
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Athol Motor Car, Buffalo
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Auto Import, Ottawa
613 226-7902

Mark Motors, Ottawa
613 749-4275

Tapp Auto, Ottawa
613 225-8780

PERIPHERAL VISION



John Adam
UCR Historian

Winter had just dumped major snow while we were in Panama and then had turned to high temperatures and melted the snow before we got home. Then temperatures dropped sharply again, so we left for two weeks in Baja, Mexico. Now, our hopes are high for getting the P-cars out of storage when we finally get some really nice days, or mild ones at least.

The 55th annual Porsche Parade will be held outside Chicago during the last week of June. Registration will be electronic on the PCA site. It's 885 km, or a long day's drive. Next year, Parade will be just west of Vermont and so within easy reach once again.

It's not like me to miss a DE event at Mosport but this summer one of our events falls on the weekend of June 5 & 6, 2010. I can't be there this year as we will be in Vienna at the Euro Parade. I suppose I'll try and make up for it and try and get to a few out of town PCA DE events this season. Mid-Ohio is a big favourite at our house, but it often rains when we are at that track and so the three-day weekends are the best way to ensure you get decent track time if the weather turns against you. Mansfield is the place to stay.


Track dates at Watkins Glen are rather interesting. Several PCA Regions have back-to-back dates that could have you on track for five or six days in a row. It's easiest to check The Glen web site and pick your poison. We always stay in Corning, rather than Watkins Glen, and have no regrets. Better price, better dining. Easier access.

Check out the accommodation that works best for you. You might consider taking some extra time to enjoy The Corning Museum or the area wineries, especially if SWMBO* is along.

The Porsche AG factory magazine, Christophorus, provides information on the company's activities and its products. It also aims to entertain readers and provides lifestyle stories, sports reports and cultural features. Christophorus was founded in 1952. It is available in five languages and contains an international section, which covers topics from around the world, and a regional section aimed at customers in the specific countries.

The bi-monthly issues can only be obtained by subscription, which you can order online at the Porsche AG web site. You will receive the magazine every two months for six per year. Subscriptions run for at least one year. The subscription payments are paid using a credit card. To order the magazine on the web site, please fill in the form at: <http://www.porsche.com/canada/en/accessoriesandservices/christophorus-magazine/subscription/>

Let's hope that we see you out in 2010. We expect to have a great time!

* SWMBO = She Who Must Be Obeyed 

BOARD MEETING

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

Attending: John Adam, Richard Bain, Phil Downe, Richard Roell, Danny Kroll, Mario Marrello, Tomiko Murk, Del Bruce, Matthew Au, and John Van Atter

Regrets: Patrick Michaud, Laurel Ward, Martin Tekela, Otto Mittels-taedt, and Kye Wankum

Meeting Open: 7:00 PM

John Van Atter

Review and approval of January 5 minutes

Richard Bain asked for some corrections which were unanimously agreed to. Moved by Mario Marrello, seconded by Danny Kroll and carried unanimously, that the draft minutes as corrected be approved.

John Adam

2010 Calendar and Planning Report

'John is concerned about rally promotion as the time is rapidly disappearing for publicity. The Concours still does not have a chair - two prospective dates but no chair.

Nominating Committee

Needs to be formed and begin deliberations.

Richard Bain

Limit on Board Members' Cost of Meals

Moved by Richard Bain, seconded by Mario Marrello and carried unanimously, that the Club's expense of meals and beverages, inclusive taxes and tips, consumed by members of the Board at any meeting of the Board shall be limited to \$30 per member of the Board present thereat, and the members of the Board present thereat shall themselves pay any excess.

Bylaws

Richard is working on updating the bylaws. He said they were originally written to govern an association, which UCR originally was, and not a corporation, which UCR now is. The revisions will provide for on-line voting in the annual elections. The revised bylaws should be completed within the next two weeks. A draft will be sent to each of the directors at that time. To become effective, the revisions must be approved at a meeting of the members called for that purpose which can be held as part of a monthly social. It is important that the revised bylaws be in effect before the next annual election, as voting on-line is, strictly speaking, presently not authorized.

Insurance

PCA's insurance coverage insures the Club, its directors and officers, and the participants in moving events, against claims against them arising from incidents at moving events. It is a requirement of coverage that there is a regime in place at each event for obtaining signed waivers. If someone "slips through the cracks" that does not void the coverage, provided that the regime was in place. In the case of participants (including observers) who are minors (in the Province of Ontario, someone under the age of 18), the waiver must be signed by both parents of the minor. The chairperson of each event must be educated (presumably by Richard) so that he or she knows which signed

waivers to obtain, and the importance of establishing a regime to obtain them. Richard will follow up with Otto to ensure that the current forms are posted at our website.

Del Bruce

DE

The second IDS is sold out but the first one still has 13 spots left. 73 people signed up for the first track event, there will be a DE table at Shift into Spring. The autocross cannot be held in conjunction with the DE events as the lower paddock will be used by a Motorcycle training school, security could be a problem and Del is looking at staging running security as well. So that entry to the "hot pits" can and must be monitored. No entry to the "hot areas" without an authorized wristband.

Phil Downe

- In January 2010 we mailed out 1,588 copies – 4 consecutive months of Provinz circulation growth with 41 new subscribers during the period.
- This reverses the declining trend up to October 2009 when we launched the 1st round of UCR Membership Recruitment Postcards.
- Provinz circulation is off only 18 issues from our all-time high.
- The February issue is at the printer and will be dropped off at Canada Post on February 5, 2010
- Incredible colour and photography in this issue
- We are caught up on the minutes "in Brief" from previous BOD meetings
- We also took the liberty of placing a Haiti Earthquake relief ad in this month's issue. On behalf of the BOD we encouraged UCR members to donate through the charity of their choice.
- Increased Postal Rates in effect as of January 11, 2010.

Member Recruitment Postcards

- Obtained Porsche Cars Canada for sponsorship through 2010 (4 quarters)
- 1,600 cards mailed out in the January PROVINZ
- Directors to receive ten (10) each to distribute - more if they have a Porsche-related business in their neighborhood.
- 600 extra cards for dealers, advertisers and UCR members to hand out at DE events, socials or whenever one runs into another Porsche owner.
- Pfaff, DFC, Mantis & Blaszak all have cards in their locations:
We need them everywhere – who can help?

Advertising

- New Provinz ad rates with an increase of 3% went into effect in January 2010.
- All regular monthly Provinz advertisers were granted price protection for 2010.
- The Provinz advertising team has added two (2) full-page and five (5) ½ page, color ads since the October 2009 move to 16-pages of full-color.
- New advertising policy allowing Porsche Dealers limited website classified advertising in conjunction with Provinz ads is in effect:
 - ° DFC posted their limit of 10 ads - 500 hits in 4 days
 - ° Pfaff to follow suit with up to 20 classified ads
 - ° Thank you to Otto for setting up Dealer ID's and providing "added value" to our Porsche Dealer advertisers in Provinz.
- New policy banning advertising of non-PCA driving events is in effect. >

- > -Welcome back **Forest Hill Real Estate** (Jeff Wagman) – New ½ page color
- **Porsche Cars Canada** – dropped to one-page from 2 pages.
- **Primo Trailer** – will return for 3 months (1/4 page B/W)
- **Bullock Tailor's** – Stan said OK I'm in. Need a few weeks.
- **Restoration Design** – working on Artwork with photos & Doohamel Mike: (519) 836-3555 (potential Social speaker)
- **Sports Car Boutique** – with a 1/2 page color and a website Banner Ad – waiting on Art work.
- **Toyo Tires** – first said no – no budget, then said maybe they can move a few things around.
- **Exploring other possibilities...**

Danny Kroll Ski Day

Tom Tutsch the Chair for March 5 ski day at Osler Bluff Ski Club already has approximately 14 sign ups so far although the final number will vary.

Shift into Spring

Danny is working with Jeff Wagman, tables will be \$100.00 each, and working to have every event represented.

Rally

Working on ads for the next few Provinz issues

Mario Marrello Advertising Policy

Work is progressing with the policy.

Tomiko Murk Matthew Au

Tomiko introduced Matthew Au a chartered accountant who will be advising both Tomiko and the board.

QuickBooks online

a web version is available (previously we used a computer based version) that allows us three users plus an accountant: Richard Bain moved, "That whatever Tomiko decides is the best software package, she has the power to select." Seconded by Phil Downe. Passed unanimously.

Treasurers Report

The financial statements have been finalized. Richard Bain noted that there was a negative swing in 2009 vs. 2008 of approximately \$48,000 and asked why. The major reasons were:

Loss on Club Race of \$9,943 compared to a loss of \$614 the year before, a difference of \$9,329

A drop in net income from DE's and the Skid pads of \$15,277 (\$27,265 compared to \$42,542), of which \$10,000 was the expense of an Instructor Day held in 2009 (there was no Instructor Day in 2008), and we will not have an Instructor Day which will improve the Club's result by \$10,000.

An operating loss on Provinz and the Website of \$46,296 compared to an operating loss of \$23,770 the year before, a difference of \$22,526.

Phil Downe highlighted the reasons for the increased operating loss of Provinz for 2009. It is to be noted that if one treats as revenues of Provinz the share of membership fees paid to UCR by PCA, the loss last year was \$26,475 compared to a loss the year before of \$5,576. Phil is confident that this year, 2010, the loss from Provinz will approximate \$5,000, net of the membership fees received from PCA, an improvement over 2009 of about \$21,500.

Richard Roell & Danny Kroll Concours

Ad for a volunteer to chair the Concours/Show & Shine was placed on the PCA UCR website with no response.

° a discussion followed over the viability of having a Concours this year / Show & Shine this year. As well as a combined event with the Bloor-Yorkville Exotic Car Show.

Laurel Ward (Delivered by Richard Bain) Speakers

Laurel has arranged for a member of the Toronto Police Force, PC Hugh Smith, to speak at the March Social, which is to be held at Izba Restaurant. The write-up of this is now posted at the Club Website. Laurel is working with Richard to ensure that there will be speakers at the appropriate venues of the other socials as some venues are public restaurants without private rooms and not suitable for a speaker. Laurel will try to get a speaker at Pfaff Tuning if they do not provide their own. Next appropriate venues would be Xaphire in May and then PCYC in July.

MultiEvent Weekend

is progressing extremely well. Dates are October 1-3 to be held at White Oaks Conference Center and Spa in Niagara on the Lake. Andy Wright and Laurel did a site visit in January and the venue is excellent. We will be guaranteed a reserved private parking lot for our cars. This MultiEvent Weekend will begin on Friday evening with a cocktail reception and progress with fun activities through the day on Saturday, a Dinner and Dance on Saturday evening and wrapping up with an Awards Brunch on Sunday. Mark these dates in your calendar now and plan on attending! We will be promoting the event at Shift into Spring, advertising the event on the website and Provinz once all details are confirmed. Stay tuned.

Richard Bain

- There will be no social for the month of July. There will be a barbecue at the PCYC July 20th, the third Tuesday in July. PCYC wants UCR to guarantee an attendance of 35 people. Richard or Laurel will on behalf of UCR provide that guarantee, as they were each authorized to do at the last meeting of the Board.

- Richard moved, and it was seconded and carried unanimously, that the Club provide the speaker at any UCR event at which dinner is served with a complimentary dinner and refreshments.

Mario Marrello Membership

Update is not available

Meeting Adjourned: 9:20 PM 



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