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



November 2010

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The 911 GT3RS Gen.2 being put through its paces at Mosport by
Jeff Pabst of Pfaff Autoworks; Photograph by Eshel Zweig, UCR Photo Editor.

PRESIDENT'S MESSAGE



Martin Tekela
UCR President

This will be my last column as your Upper Canada Region Club President. My term officially ends on November 30, 2010 and a new President, Executive and slate of Directors will be taking over the reins of managing this great Porsche club. I will stay on the Board of Directors in the role of Past President, assisting the new President however I can. I believe that UCR has evolved very nicely over the past two years and I'd like to touch on some of the highlights.

The Driver Education programme, the key economic driving force and membership raison d'être in most PCA regions, is managed by the UCR Track Team, a group that has unsurpassed experience and continuity. UCR is so fortunate to have Track Team veterans, with 10 or more years of experience, safely guiding us to "keep the shiny side up". Other regions change track team personnel much more frequently and the quality of their programmes cannot surpass Upper Canada's. We are simply the best venue in Canada to learn how to safely drive your Porsche at speed.

The UCR website has a new Webmaster, Otto Mittelstaedt, who's taken over control and direction in a most noticeable way. Over the past two years, at the Website of the Year Competition at the PCA Parade, UCR has won the First Place Award and has also taken a second place prize. Otto's relentless passion for excellence shows through in the overall professional look of the UCR website.

Provinz magazine continues to grow behind the efforts of Kye Wankum, Phil Downe, Jeff White and the advertising team. Provinz has placed among the Top Three in the Newsletter of the Year Awards, in each of the past two years at Parade. The increased availability of colour pages has proven to be very attractive to new advertisers. As a result, we need more editorial content to offset the increase in advertising pages. We'd like you to share your personal experiences with other readers. Your story may be just what a new member needs to motivate them to attend a similar event. In addition, if you're working on a restoration or rebuild, please share your progress with other readers.

Event Chair Wayne Spiegelberg, with the assistance of Mike Edmonds, ran a very successful Porsche Club Ra-

cing Can-Am weekend at Mosport in 2010, with near record levels of registrants in both racing and lapping events.

The Concours D'Elegance was back in a big way in 2010. Great efforts by Kye Wankum, Otto Mittelstaedt, Event Chair Marc Plouffe, and co-chair, Richard Shepard helped restore this year's Concours to its more traditional roots by recruiting many interesting Porsche cars for all to see.

Mario Marrello's Autocross began to attract more registrants. This is an easy way for UCR members to learn about their car's handling dynamics in a very safe, low-speed setting. The emphasis in autocross, as in Driver Education events at the track, is on learning and safety.

Danny Kroll and Rally Chair Sajjad Butt resurrected this traditional event from a period of dormancy and saw 38 registrants at the September event. In the same way, Laurel Ward, along with co-chairs Andy Wright, Ian John and rally-master Sajjad Butt, organized the first UCR Multi-Event Weekend in years and they all received well-deserved kudos from nearly 40 satisfied participants.

The monthly socials, under the guidance of Richard Bain, continued to move around to different locations after we moved on from the Port Credit Yacht Club a couple of years ago. We're learning that guest speakers and a (mostly) non-automotive venue have the strongest appeal to our members in terms of motivating them to attend these monthly socials.

Event Chair Tom Tutsch recruited Don Lewtas and together they hosted a great Ski Day. John Adam organized wine tastings and the Annual Awards Gala, while David Forbes was the Event Chair for the well-attended Fun Runs.

It is only through the efforts of your volunteer Executive, Board of Directors and Event Chairs that these events happen. Please join me in thanking these volunteers, as well as John van Atter, Tomiko Murk and others for whom I didn't have space to acknowledge. They have worked hard to make Upper Canada Region the great car club that it is. Thanks to the efforts of this team, actual membership growth at UCR leads all other PCA Regions across North America.

Please show your support by voting in the November elections. 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)
18 Sat UCR Fall Rally (visit pcaucr.org)
19 Sun UCR Autocross at the Toronto Star facility
in Woodbridge
25-26 Sat-Sun UCR Driver Education at Mosport

OCTOBER

1-3 Fri-Sun UCR Multi Event Weekend
(visit pcaucr.org)
10 Sun UCR Autocross at the Toronto Star facility
in Woodbridge
12 Tues UCR Social Meeting - Oktoberfest at
The Musket, with Jim Kenzie
16-17 Sat-Sun UCR Driver Education at Mosport

NOVEMBER

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

DECEMBER

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.

November 9, 2010

Social & Annual Elections

NEW LOCATION: Mimico Cruising Club

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

November 20, 2010

UCR Year End Banquet at The Toronto Lawn Tennis Club

Contact John Q. Adam at johnqadam@rogers.com for booking details.

Tentative locations for the new year are:

- January at Boom Restaurant, 174 Eglinton Avenue West (and Lascelles Blvd.);
- February meeting at China House, 925 Eglinton Ave West (and Bathurst);
- March meeting at the Musket.

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!

The 2010 UCR Driver Ed

season has come to a close.
Please check this page and the
UCR website for the 2011
UCR DE dates, to be released
in the near future!

WELCOME! NEW MEMBERS

NAME	LOCATION	MODEL	THANKS TO
Doug Allingham	Bowmanville	07-911 GT3	Downtown Porsche
Ken Atwal	North York	10-911	Downtown Porsche
Denny Bozinovic	Thornhill	01-911	Mantis Racing
Gary Brown & Lindsay Williams	Toronto	95-911	
Jordan Bryant	Bolton	95-911	
Stephen Burnett & Helene Lavoie	Kingston	91-911	Kye Wankum
Adrian Butler & Ashley Mason	Toronto	11-Boxster Spyder	Mantis Racing
Harvey & Jennifer Carroll	Toronto	06-911 C4S	Downtown Porsche
John & Jessica Curran	Toronto	11-Boxster S	Downtown Porsche
Darren DeRoos	Brampton	84-944	
Craig Evans & Barbara Pimenoff	Coldwater	03-Boxster	Johan Carnell
Amir Farahmand	Toronto	10-911 GT3-RS	
Keith Fetting	Palgrave	06-Cayman	
Brendan Flynn	Toronto	10-911 C4S	Downtown Porsche
Richard Forsayeth	Toronto	10-Cayenne	Downtown Porsche
Mike & Karen Gilles	Mississauga	99-Boxster	Mantis Racing
Davor & Vanja Grunwald	North York	06-Boxster	
Geoff Hiscock	Toronto	10-Cayman	
Nancy-June & Peter Jackson	Oakville	07-Boxster	
Trevor Jenkinson	Perth	10-911	
Michael Jiaravuthisan	Toronto	10-Cayman	Downtown Porsche
Asher Khitab	Richmond Hill	07-911T	
Larry Ledwez	St. Catharines	85-911	
Robert Long	Toronto	05-Boxster	Downtown Porsche
Dave & Stan Lubinich	Etobicoke	02-911	Mantis Racing

> Continued on Page 10

CONGRATS! ANNIVERSARIES

20
YEARS

Peter Aditya

15
YEARS

Bob Smith

10
YEARS

Abby Densmore

5
YEARS

Calvin Au

Brian Cloney

Daryl Hodges

Nick Lee & Sonia Kandola-Lee

Erin Leith

Richard Piper

Monique Portelli

Michael Schnapp



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EDITOR'S RAMBLINGS



Kye Wankum
Editor

Well, everyone, it's getting close to a wrap... With our November issue in hand, we're closing up shop for the UCR Driver Ed programme, the Fun Run Calendar, and the international sports car racing events I am so fond of reporting on. UCR has had a terrific, no, an awesome year! We really are on a roll. Our membership has grown substantially, as has this newsletter; driver ed and club race participant numbers were well up over last year; we had a plenitude of Fun Runs, and we had a somewhat more traditional Concours, and a swanky car show number in Yorkville too. Autocross events have been growing in size, and the UCR Rally was back with a big bang as well. Also returning was the Multi Event Weekend, after quite a few years. Wow, I think UCR has done a terrific job, and it's all thanks to our members and their enthusiasm and willingness to volunteer and to participate.

In regards to Provinz, I have to say thanks to all of you contributors. It's great to see many more now sending in articles to this publication. Please keep it up but remember, I cannot always publish all material right away. It is the time-sensitive material, or the latest news, that I want to publish immediately. But don't worry, your article will still make it into a future issue. It is your newsletter and I intend to keep it that way.

This month we have some overlapping coverage happening, and that's really quite coincidental (and funny): our regular columnist, Raffaele, writes about advice on winter storage, as does Raymond Lum; Phil Downe decided to try his hands on brake maintenance on his street to track project, while our tech article this month

pretty much covers the same topic. Look at all of it and decide on what's best for you.

In last month's issue of Provinz you received the latest Membership Recruitment Postcard. This programme has been a great success and UCR still leads all PCA Regions in membership growth. Please use these cards to help recruit a new UCR member. Hand it to a stranger you see getting out of a Porsche or carefully place it under the wiper of an unfamiliar Porsche in your neighbourhood.

Phil Downe has also designed acrylic displays for these cards, which have been distributed throughout the UCR, to every Porsche dealer, performance specialist shop, and retail outlet that serves Porsche owners. You will also find them in Yorkville Avenue's motor sport-themed gift shops, the Collector Studio and Prestige Auto Art. Let's keep up our great momentum over the winter months!

Farewell, Fritz.

Fritz Hochreuter, long of Volkswagen Canada, and Porsche racer extraordinaire, passed away on October 22nd. There will be no funeral service, as per Fritz's wishes, but you can bet that there will be a small ceremony held in his honour, with just a few of his friends, to bid Fritz farewell. Google the name and find out more about this extraordinary man. What you find there will not do Fritz justice but, then again, that will be content for another Provinz article in the future...

Enjoy the warm fall weather! ☼

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THE WAY WE WERE...

20 Years Ago

Time flies but so many things don't change. The DE season had wound down. Potomac Region had a Green Group class room session at weekend track events – which we copied. New people were to be elected to manage UCR, lead by the elder Phil White. We were leaning on George Barbu to print a December colour cover – gratis. UCR had grown to be eleventh largest Region with growth of 17%. Tom and Cynthia Brown joined, as did Mike Tamblyn. Auguste Lecourt spoke about performance mods. Socials were held at Kobi's, near 427 and Dundas. For timely updates on UCR events, we posted our telephone hotline number – an answering machine. We reprinted a timely article on winter storage. Chief Instructor Howard Dexter reported that Stephen Goodbody and Uli Furtmair had developed into fast drivers – yup, they sure have.

15 Years Ago

Ken Jensen did a "minute by minute" review of the Jensen's trip to Parade in Portland, OR, a journey of 7,056 miles = 11,290 km. The team of Andy Wright and Ian John were planning a multi-event weekend at Pillar and Post. UCR had grown to 1,000 members. The Concours was reviewed. It was held at Appleby College and included a picnic basket contest. Mike Tamblyn was passing the Chief Instructor mantle to Stephen Goodbody. Mike just reappeared after a 14-year hiatus. Welcome back. Super Dave Osborne wrote about his four years in DE. The article could easily be freshened and reprinted by simply adding 15 years to the age of his 928.

10 Years Ago

Editor Paula Sellner reminded me that we had hosted some troubled teens at Mosport for a lunch time ride and presented them with back packs. I remember it well. Aided by the Rotary Club, the kids had a fabulous outing. We should do it again. Theresa John was organizing the Awards banquet in Burlington. Mike Acerra reminded us of a DE day at Mosport when the fog was so thick that we scrubbed all the Saturday runs around 2 o'clock. We published the usual suspects' names and pictures of the Appleby College Concours winners, an event chaired by Barry McKee.

Contributed by John Adam, UCR Historian

The UCR Provinz Team is Seeking Additional Members

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

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

YESTERDAY, TODAY, AND TOMORROW



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Zone 1

Dates & Notes

Susan and I participated in the **Escape to Sun Peaks, BC**, September 12-15 - www.pcaescape2010.com. We enjoyed a great time with about 350 other Porscheophiles, fantastic roads (even in a rented Impala), excellent food and splendid weather. Our friends from Canada West region outdid themselves.

Next year's Escape is in Flagstaff, AZ - September 15-18, hosted by Arizona Region. **If Parade** (July 31 - August 5th) in Savannah, GA, is too hot and humid, plan to come to Flagstaff for the non-competitive Escape and take in the Grand Canyon, as well as all the other sites Arizona and Nevada have to offer.

The Zone 1 calendar for 2011 will be finalized at the Presidents' meeting, November 12-14. Please check with me or go to the **Zone 1 site: Zone1.pca.org**.

Looking forward to seeing you at our Awards Banquet!

Botho von Bose, Zone 1 Rep

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



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New Members Continued from Page 7

NAME

John Mahler
David & Ingrid Mamon
Howard Marcovitch
James & Diane McAuley
Sasha Mikijelj
Wallace & Brett Muraki
Christopher Nelson
Alan Ong
Robert & Lisa Power
Todd Radigan
Phil & Michael Shedletsky
David Smith
Randolph Sparre
David & Cathy Stovel
Jan Switalski
Mehran Tabatabaee
Darius Treigys
Hinderikus & Tyson Vegter
Thuc Vo
Monte Weis
Auddis Wong
Frank Zad
Hans Peter & Sandra Zulauf

LOCATION

Aurora
Oakville
Toronto
London
Markham
Bowmanville
Toronto
Willowdale
Toronto
Burlington
Toronto
Bolton
Mississauga
Toronto
Grimsby
Toronto
Mississauga
Barrie
Oakville
Toronto
Aurora
Toronto
Grimsby

MODEL

07-911
01-Boxster
03-911 C4S
09-911 C4S
06-911 C2S
84-944
90-928
10-911 C4S
05-911 C4S
80-924
09-911T
84-944
99-911
10-911
86-911
11-Panamera
06-Cayman S
85-944
06-911S
04-911
03-Boxster
09-911S
02-911

THANKS TO

Kye Wankum
Mantis Racing
Downtown Porsche

Downtown Porsche
Downtown Porsche

Downtown Porsche
Trf-In Niagara
Downtown Porsche

Christoph Ott

Membership stats submitted by Angie and Mark Herring, UCR Membership Chairs

A THANK YOU

As a UCR member I just wanted to congratulate you on Provinz magazine. I continue to be amazed at this publication, the artwork, layout, and the articles are so enjoyable and it just gets better every month. It really is an impressive newsstand quality publication. I can only imagine how much work this is for you and your team to put this together (every month).

So thank you, Kye.

Provinz, like our track and social programs, that many UCR members enjoy, is only realized through the exceptional efforts of people like yourself.

Kind regards,

Andrew Treble [UCR Member at Large] ☼

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:

kye.wankum@rogers.com

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Don't Miss These Upcoming UCR Socials

Submitted by Richard Bain

**November 9
NEW LOCATION!**

Social Meeting & Annual Elections at the Mimico Cruising Club

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

On November 9, we will have the magnificent Dining Room all to ourselves. Our dinner will comprise a salad bar and a choice of four plated entrees. Plan on a meal cost (including coffee and desert) of between \$32 and \$47 a person, including service charge and taxes. Tipping is not permitted. Be sure to bring a credit card, as cash cannot be accepted.

The UCR Social Meeting will commence at 6:30, with the UCR Election Proceedings starting at 8pm.

The entrance to the property is gated. The passcode number for the evening will be 11460.

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

Please join us for the

Annual UCR Awards Banquet Saturday, November 20th

- see the information in this issue.

Tentative locations for the UCR Socials in the new year are: **January meeting at Boom Restaurant**, 174 Eglinton Avenue West (and Lascelles Blvd.); **February meeting at China House**, 925 Eglinton Ave West (and Bathurst); **March meeting at the Musket**.



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Prepare to Store your Porsche for the Winter

Submitted by Raymond Lum of Bestline Auto Tech, UCR Member at Large

After a summer of driving our Porsches, a majority of us store our cars for the winter months. Here are a few tips to help you out.

- 1.) **Change oil & filter:** Changing the oil and filter before storage helps remove most of the contaminants and moisture from the engine instead of having it sit in the engine over the winter.
- 2.) **Fill it up:** Fill up your Porsche with fuel to reduce the amount of air space in the fuel tank. Oxygen and moisture will break down gasoline over time.
- 3.) **Stabilize gas:** Add fuel stabilizer to a full tank of gas according to the directions to help the gas from deteriorating over time.
- 4.) **Wash & wax:** There is nothing better than washing and waxing your Porsche to remove any contaminants on the paint, body and wheels. Take it for one last drive to help dry the car.
- 5.) **Cover it:** Use a good quality car cover to protect the paint finish from your kids and from falling objects like a broomstick.
- 6.) **Tires:** Fill your tires with approximately 50 psi to reduce the chances of flat-spotting. Tires on cars have a tendency to flat-spot when not moving over long periods of time.
- 7.) **Battery:** There are several ways to keep your battery charged over the winter. You can use a battery tender that plugs into the cigarette lighter. A battery trickle charger with timer clamped directly to the battery. You may need to remove the interior hood light if you cannot close the hood, otherwise the light will stay on. Remove the battery from your car and store it in your house and charge it occasionally. Do not fully close your hood in case your Porsche requires electricity to open it. You will also need to decode your radio.
- 8.) **Rodents:** Keep the mice out of your car by using regular bounce fabric softener sheets. Leave a few in the car and near vents.
- 9.) **Under pad:** Park your car on an old piece of carpet or cardboard. It will help take away some of the moisture from the concrete floor and keep away some of the cold from the tires. 🌀

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Awards Banquet Coming Up Saturday, November 20th

~Mark and Angie Herring to be honoured~

The Annual UCR Awards Banquet is that event which gives recognition to our long-term members, thanks our generous sponsors for their ongoing support, and acknowledges the "Enthusiast of the Year". It gives us all an opportunity to say thanks for a job well done to our past executives and to welcome in the newly elected board members; to meet socially with your club colleagues; to reminisce of the past season; and to discuss where Parade will be next year, and the year after that. This year, the year-end banquet also honours Mark and Angie Herring for 25 years of service to the club.

A downtown location, and a great menu with wines to match our venue, the Toronto Lawn Tennis Club is near Yonge and Summerhill and so you can get there easily by TTC or bring the Porsche and park indoors.

The Toronto Lawn Tennis Club often hosts dinners and wine tastings for several wine clubs, including Australian, Spanish and South African -- a venue that knows how to please those with discriminating tastes. The fact that UCR member Jansin Ozkur of wine makers Konzelmann Estate Winery is part of our banquet team should give you some idea of what is to come.

Our Guest Speaker

Joe Lawrence is Porsche Cars Canada's Chief Executive Officer. He will be our guest speaker. As the CEO, Lawrence brings strong local and international experience to lead Porsche's Canadian presence. Expect to hear all the latest news from Stuttgart.



When: Saturday, November 20, 7:00 pm reception, 7:30 dinner

Price: \$90 per person

Where: The Toronto Lawn Tennis Club, 44 Price St, Toronto M4W 1Z4

The Toronto Lawn Tennis Club is in the heart of Rosedale, just south of Summerhill, on a small side street that runs east from Yonge. Our event will be in the Philpott Room. They have indoor parking (pay \$6 at reception) via a garage door marked "Members Only" -- which includes us, in this case. Street parking plus a nearby off-street parking lot are also available. Summerhill subway is one block north.

Closing date: Your booking or cancellation must be received by Friday, November 13. Your cheque payable to PCA/UCR or Visa/MasterCard information will reserve your place at the event. ☼

Registration

UCR Awards Banquet - Saturday, November 20, from 7:00 pm

Mail to: John Adam, 416 Isabella Ave., Mississauga ON L5B 2G2

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UCR ELECTIONS COMING ON NOVEMBER 9 YOUR VOTE COUNTS!



On November 9th, UCR will hold its Annual Election Night at the monthly Social Meeting at the Mimico Cruising Club in Toronto.

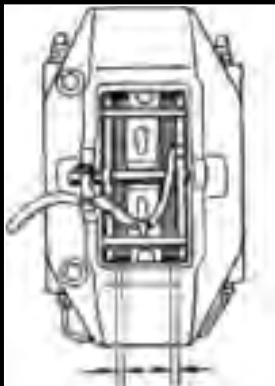
Members will have the opportunity to cast their votes in advance, through internet voting on the UCR website, or on that evening, by attending the UCR Social and filling out a ballot there.

This year, there are more candidates running than there are positions available. Here is your opportunity to play a part in shaping the future of your Club.

Maintain your Brakes

Brake maintenance is really one of the simplest jobs you can do on your car.

Most important is the thickness of your pads, which generally you can visually check without taking off the wheels. If you determine that you need to replace the pads, either because they are worn or because you want to install different ones for track use, you must first remove the wheel. With the wheel off you'll have full access to the caliper and pads. To remove the pads, you just need to pull the retainer's safety pin and remove the retainer. It will be easier to remove if you put downward pressure on the spring while pushing the pin out of the caliper. Once out, the spring will come next, and once the spring is out the pads can be pulled and replaced. You may have to spread the pads out so the calipers release the pressure.



If you need to replace the disc, just a few more steps are required: Take off the two bolts that secure the caliper to the wheel hub and pull the caliper out of the way. Remove two small phillips-head screws that secure the disc and pull out the disc.



So, how do we know when the pads need replacing?

There are two ways: a) You wait for the brake warning light to come on, or b) You look at the thickness on your brakes and make the determination.

How does the sensor know?

The sensor is inserted in the pad's hole. When the pad wears down to the hole, the sensor will scrape against the rotor and create a short circuit, thus triggering the brake-wear light. Generally when the light comes on you will need to replace the sensors as well as the pads. The discs also wear down, so you must measure them every time you change pads to make sure they are still within specs. Keep in mind that the fronts have a different thickness than the rears, so measure them individually. As a rule of thumb, the rotors last the life of two pads. And the rears last twice as long as the fronts. >



> Other components that we haven't talked about yet, are the Brake Fluid Reservoir - this is generally located in the front trunk, and is where the brake fluid is poured. It gives you a minimum and maximum level and you should make sure that it's never lower than the minimum – and, at the two rear wheels we also have the emergency brakes. This system generally uses the internal part of the rotor or “hat” as a drum brake and two expanding circular pads that press against the hat when activated. This system is completely mechanical and independent from the hydraulic brake system, but will only activate the rear wheels. Not great for breaking, but better than nothing in an emergency and great for parking, hence it's nickname “parking brake”.



The hydraulic system is made up of solid lines that connect the different components. You may have asked yourself, just exactly how the whole system works.

Because liquids don't compress, if you fill a line with liquid and put pressure on one end (pressing the brake pedal) you will have an immediate and equal reaction on the other end of the line, just as if you had a solid rod connecting the two ends.

This pressure at the end is connected to the caliper pistons which move against the pad, which then presses against the rotor. The harder you press on the brake pedal, the harder the pads press against the rotors.

You will also find four flexible brake lines that connect the solid tube to the caliper, allowing the wheels to move side-to-side, by the steering wheel (for the fronts) and/or up-and-down by the suspension (all four) and still transmit brake fluid.



As we explained before, a great amount of heat is generated when stopping the car. Because of that, the rotors are internally ventilated, forcing cool air through the insides of the rotors as they rotate. The cars also have cooling ducts to direct oncoming air directly to the front brakes, which generate the most heat because they do the most work.

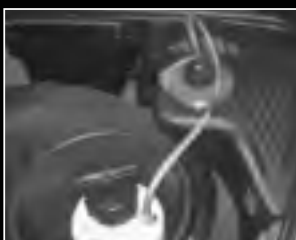
Most of the new brake rotors are now cross-drilled from the factory. The purpose for cross-drilling is to allow for the quick escape of gasses between the pads' and the rotors' surfaces. These gasses are generated by the application of the brakes when the great heat generated tends to sublime some of the pad. A second advantage to cross-drilling the rotors is that there is much less brake fade when wet. One of the disadvantages is that is the cross-drilled rotors tend to crack around the perforations, so chamfering helps to relieve the cracks. Also chamfering eliminates a bit of the cheese grater effect on the pads.

Some people prefer slotted rotors which allow for gas and water to escape, but don't crack as the cross-drilled rotors do.



Brake bleeding is necessary before every DE and once every two years (as per Porsche recommendations). The reason is that brake fluid absorbs water. And as you are now very aware, because of the friction, heat is generated while braking. This heat is transferred to the calipers, where the brake fluid resides. Water boils at a much lower temperature than >

- > brake fluid (100 vs 204 degrees Celcius). Once the water in the fluid starts to boil, it will generate bubbles of water vapor in the fluid and will now allow compression causing brake efficiency to be lost (mushy brake pedal).



The easiest way to bleed the brake system is to use a Power Bleeder. Pour in one liter of your favorite brake fluid. Connect the cap to the Brake Reservoir and pump to 20 lbs of pressure. I place it in a bucket just in case of spills if the pressure line breaks. This way you contain the fluid which is a paint solvent. With the system pressurized, start with the right rear wheel and pop off the two bleed caps. Place the drain hose and wrench on the nipple and loosen it. Make sure to catch the flow in a receptacle. Do both nipples until you get new fluid coming out. If you alternate fluid colors from blue to gold and back, you can clearly see when the new color starts coming out. Then move to the left rear, the right front and finally the left front.



Even though it's not part of the brakes, it is a good idea to bleed the clutch at the same time. First you need to depress and hold down the clutch pedal while you bleed it.

You can either have an assistant sit there and do it, or just use a piece of 2 by 4. To find the clutch bleed nipple, look on the left, upper side of the transmission. It's easier to see than to get at. You bleed it the same way as the calipers.

After you finish and remove the Power Bleeder, make sure to check the fluid level in the reservoir is full.

For daily driving and AX, the stock brake pads are great, but for fast track days you really need a specialized brake pad that can take the additional heat generated by the higher speeds. If not, you will experience brake fade. I particularly like PAGID Orange Racing Pads.

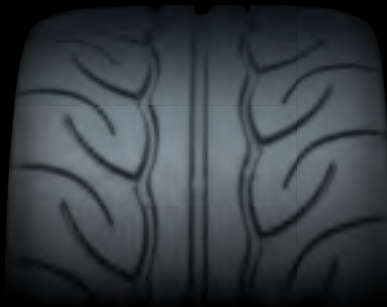


They really are orange... well, at least when you mount them, because after the first couple of laps the heat turns them black. These pads have no sensor holes, so the sensors must be zip tied out of the way. If installing Racing pads, keep in mind that they are not DOT legal. They will not brake properly unless they are VERY hot, as I found out for myself on my way to Sebring a few years ago.



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Text by John Mahler, UCR Member at Large;
Photographs by Eshel Zweig, UCR Photo Editor



> The new generation Porsche 911 GT3 RS could be dubbed the “Allegro”, for it is indeed a very “merry, quick and lively” piece.

Its very lack of weight is immediately apparent after just a few turns at Mosport. The steering seems to be thought controlled. Anyone familiar with the Porsche brand expects quick steering response and great feedback, but this car is actually on a higher plane than you might have expected.

My own car is not exactly a slouch either. A Cobalt 997 Turbo with Turbo S suspension upgrades that have made it lower, and sway bars that virtually eliminate body roll, have kind of spoiled me for a stock 911. So the comparison was an eye opener.

When Chris Pfaff handed me the keys to his GT3 RS, I expected a nice quick tight car. It was all that and more. Would I fall in love all over again? That is always the dangerous question when getting into a new Porsche model. Hello Mr. Bank Manager, “I have a serious need”. We’ve all been there; hat in hand, mumbling that “this will be the last big loan”, but never really meaning it. “Just one more Porsche,” is the refrain, “this will be the last one”. At this point the wives just roll their eyes.

So, is my Cobalt Turbo headed for the used car lot? Emphatically not, because these two cars are so unlike, they are the proverbial apples and oranges. Both are tasty, but of very different flavours. Both are lightning fast: 0 to 100 km/h in the RS takes 4 seconds, in the Turbo just 3.7 ticks. Looking at the horsepower to weight ratio again belies their differences.

The GT3 RS’s 450 hp haul just 1370 kg, a power to weight ration of 1 hp hauling 3.04 kg. Mr. Cobalt weighs in at a more substantial 1570 kg. But he has 500 hp on tap to wrinkle the pavement, a ratio of 1 hp pulling 3.14 kg. Not a big difference. The Turbo’s AWD gets that power down and pulls with all four contact patches. So, acceleration to me is a tie.

Add the audio tracks: the GT3 RS, snarling like a banshee at the 8,000 rpm shift points, gives the impression of an F1 car in heat; on full over-boost the Turbo’s whoosh of air being sucked into and fired out of the engine sounds like a CF-18 on full afterburner take-off. Again, apples and oranges.

Lapping Mosport, the gearboxes prove to be quite different, both in feel and ratios. I thought the Turbo with its short shift kit was a tight smooth box, but hello Mr. RS. The gearbox is stiff, the gates narrow, and the throws even shorter. Precision and a steady hand are required to get the lever where you want it. The shift time is so short there is no time to hesitate, because the engine is revving so quickly. The rev’s feel like the tach is just connected to nothing but your foot with an elastic band. You can feel the lightness of the high revving motor’s internals. This motor revs as if there are no internal components, nothing, zip, zilch, nada! It is filled to the brim with just vroom and zoom. In the rev-ability category the GT3 wins the gold.

The RS gear ratios again are different than its siblings, with the 8,000 rpm redline and max power coming out of the motor at 7,900 rpm, you are constantly shifting and revving. What might be a fourth gear turn in a 911 or Turbo, becomes a third gear turn in the RS. You are much busier on the track in the RS. The engine’s barking, as each cylinder fires, creates a driving staccato drum line that forces the rhythm for the many shifts required per lap. The clutch adds to the workload, it is heavy; it combines with the heavy springs in the gearbox, to make sure you really want that shift. No dilettantes need apply, this clutch demands commitment from your left leg.

Acceleration out of corners is sweet in both cars. But after the apex of the corner, when the power comes on, Mr. Turbo has the edge. With 700 Nm of torque, it just pulls and pulls hard through all four wheels. After the apex, it is an Airbus A380 on full take-off roll. The GT3 RS seems to have great torque numbers, at 430 Nm, but that pales compared to 700 at full boost.

But the disclaimer is, entering the corner perfectly. The Turbo’s momentum is so much greater under cornering load, get the entry wrong and you better not even consider getting into the boost. The RS, well, it has the momentum of a feather, it seems to be able to change lines, make mid-corner corrections, and drive past other cars in the corners on any line.

And that is all due to lack of weight. The lack of weight is stunning; you feel the lightness at the first turn of the wheel. The specs say it is 200 kg lighter, but really it feels even lighter than that. Where that weight loss comes from is as important as its poundage. Aluminum is used for the hood, doors, the rear window is plastic, the rear deck lid is plastic, the wing support is aluminum, it has a lightweight battery and even the headlights have gone to Jenny Craig for a trim down.

All of the weight loss is high on the car. And don’t forget the subtraction of considerable sound dampening material in and around the cabin. The centre of gravity has dropped down, by a lot. When you add the wider track (12mm front and 30mm rear) you get a car that squats ready to lunge forward. Add wider rubber (245 fronts vs. 235’s and 325 rears vs. 305’s), and then add vastly stickier rubber (Pirelli P-Zero Trofeo R compounds) and the car feels like it can do no wrong.

Previous to my driving it, Jeff Pabst, Pfaff’s resident hotshoe, had tried to get some power oversteer exiting turn 5B for photos. The back end of the car stayed put, squatted and lunged out of the turn. With repeated attempts the GT3 RS would not let go.

I was not that brave, I kept it to my usual lines around the track. The car was a joy, a shifter kart on steroids. Look where you want to go and you were going there at a very quick rate of knots, no waiting for power. And the six piston front brakes made sure that stopping was never any drama. In fact, with the car being so much lighter, normal braking markers were too far from the corner. Deeper and deeper was the order. >

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> This GT3 RS reminded me of my 356 racecar. Not power-wise for sure, but rather, how the car seemed to be thought controlled. You looked, you thought, and the car arced the corner perfectly. Directly from the brain to the car. It was pure mechanical dancing joy, and this RS has that. You think - it does! As I said, this car is Allegro, merry, quick and lively. What a rush.

John Mahler has been a photojournalist for the Toronto Star for 30 years and now writes the Tire Talk column and Tire Reviews for Wheels in the Star. He is also chief instructor for Apex Driving Training. John has owned 9 Porsches over the years; he is a former instructor with PCA, BMW CCC, Ferrari and Corvette, and has worked as a professional instructor in Canada, the USA and Europe. John has been chief instructor at over 1,500 events at 38 tracks and 'too many parking lots to count'.

<http://johnmahler.webs.com> 





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Porsche Clubs Abroad

Story and Photos by Ronan McGrath, UCR Member at Large



> Whenever you travel, there is a good chance that there is a local officially sanctioned Porsche Club. These sister organizations are typically delighted to welcome visitors to events in their countries. On a recent trip to Dublin, I dropped in on the Family Day held annually by the Porsche Club of Ireland. There are over 300 members there with an active schedule, including track days and visits to the various tracks in the UK and mainland Europe, which are readily accessible by ferry. The Club President, Dave Whelan has an interesting garage, including a 993 RSR factory car that ran in the Le Mans 24, a 2.7RS replica, a 997RS and a 2011 RS.2, which he was on his way to pick up at the factory.

The family day included a barbeque, events for the children, and a Concours. Entries included a superb 911T and a rare 964RS, plus a variety of cars of all vintages. Ireland is green, of course, because of the abundant rain, but that held off long enough for the cars to be displayed under the sun in the magnificent gardens of the Radisson Blu hotel in Dublin. So, if you are taking a vacation abroad, it's worthwhile to check the website of the local club... you never know what event might catch your eye. 🍷



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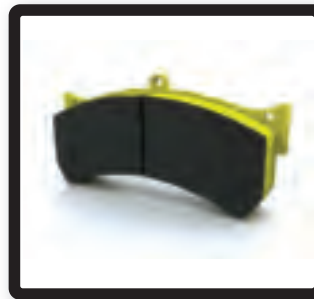


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The Porsche 911 GT3RS Gen.2,
photographed by Eshel Zweig,
UCR Photo Editor

UCR FALL RALLY

Report by Sajjad Butt, UCR Rally Chair;
photos by Abdallah Butt



On Saturday, September 18, 2010 Porsche enthusiasts gathered for our second UCR rally. The entries just kept coming in right until the last day. We stopped at forty entries, come rally day, with two cancelled for medical reasons. It turned out there would be four no shows.

We were blessed with a clear sunny day in the west end of Mississauga. At 9 am the Porsches started roaring in at the Midway Restaurant. Drivers were registered and car numbers issued while coffee and donuts were served. Control officials were dispatched to the control points. At 9:30 the drivers briefing took place. All the beautiful Porsches were lined up at 10 am sharp, headed by car #1, a white GT3 entered by the McGraths. The white GT3 roared away first (last year they entered a green GT3), with the rest leaving at one-minute intervals.

This year's rally route took the cars to Kelso and the Rattle Snake Point Parks, and then around Mount Nemo. Porsches roared through some awesome hairpin bends with beautiful up and down windy roads of the Niagara Escarpment, surrounded by trees lush with green foliage lining the route. What an awesome way to discover and enjoy the breathtaking vistas in the GTA's backyard.

There were many first time rally drivers. I hope they all had a good experience, as it can get a little frustrating if your car odometer is not in sync with the rally route distances and worse if your odometer reads in miles instead of kilometers. But with a little patience and a little bit of mathematical skill drivers were able to do wonders. The majority of the cars managed well at most of the controls, with a few losing extra points at only one or two controls. If you look at the first leg's tally it was a tight competition throughout, with only few points separating most of the cars. >



Pictured from left: Munir Dharamshi & Amin Mamdani; UCR Rally Chair, Sajjad Butt; Ronan McGrath & Sarah Perry McGrath; Dave Stewart & A. Labonte, Jeff & Ann Cox

> Sarah Perry McGrath navigated Ronan McGrath to first place leading consistently from start to finish. Last years winners Munir Dharamshi and Amin Mamdani came in second place. Following very closely, by only one point, were the third place finishers Dave Stewart and A. Labonte. Again, by only another point behind were Jeff and Ann Cox in fourth place. Yet again, with one more point behind were Jeff and Lynn Bowers in fifth place. Jason Kelly and Jessica Chang, Chris and Nikki Colucci tied for sixth place. A good effort by the Hassan brothers, Tauqeer and Tauseef, who finished seventh with a loss of 23 points in their first ever rally and an odometer which read in miles - well done! There were some young navigators in cars number 4, 10 and 12. They really instructed their dads where to go while practicing a little math. Good job!

While lunch was being served, points were calculated by hand, as participants mingled at the Midway Restaurant. With such close finishes this took a while to ensure no miscalculations

were made. Thanks for your patience, everyone. Beautiful trophies were awarded to just seven finishers and some more prizes awarded for good effort. Car number 33 was Abbas who was given a lantern because he lost his way after the first control. Thanks to the staff and owners of Midway Restaurant for providing the space and to all the control officials, job well done; Karen Diplock, Sharon Fernandez, Ruby, Mike Bertin, Mr. and Mrs. Altomar, Mr. and Mrs. Sommerville, Rehan Razzaq, Arsalan Arsalan, Riaz Ahmed, Hazem Ramadan, brother Shaheen Butt, and my nephews Saad and Hashmat.

And, oh Boy! I couldn't have done without my daughters Sadia and Imrana, my son Sajid, my grandson Abdallah and of course my wife Gulzar who jumped in to navigate car number 20, yet again surprising our children and friends at the check points. Thanks to those who sent in emails and phoned in to tell us how much they enjoyed it. Hope everyone had a good time and see you next year! >

UCR FALL RALLY RESULTS

>

Car #	Position	Name	1	2	3	4	5	6	7	8	Total Pts.
1	1	R.McGrath/S.Perry	1	3	0	0	1	1	0	3	9
14	2	Dharamshi/A.Mamdani	1	3	4	0	1	1	1	4	15
28	3	D.Stewart/A.Labonte	1	3	0	1	1	1	5	4	16
24	4	Jeff/Ann Cox	2	3	1	1	2	2	1	5	17
18	5	Jeff/Lynn Bowers	2	7	2	3	0	0	2	2	18
3	6	Jason/Kelly/Jessica Chanyi	0	4	4	1	0	1	4	7	21
31	7	Chris/Nikki Colucci	2	6	2	0	3	1	1	6	21
15	8	Takeer/Tausef Hassan	3	9	1	2	2	1	1	4	23
10	9	David/Jacob Smith	0	5	4	1	6	0	2	7	25
17	10	P.Ayoub/B.Radeecki	1	4	1	1	2	4	8	6	27
35	11	Robert/Brenda Belo	2	10	4	0	2	2	1	8	29
32	12	P.Gagnon/Lisa Edwards	0	7	3	1	5	4	0	10	30
16	13	Luc/Claire Brunet	3	3	5	1	5	3	1	9	30
5	14	Thuc Vo/ Mike	18	1	2	1	2	2	3	2	31
4	15	D.Rosse/C.Rosse	1	7	5	3	4	3	0	9	32
6	16	Alex/Shirley	1	8	1	1	7	2	0	12	32
36	17	B.Muir/J.Barton	2	8	3	0	3	5	5	6	32
7	18	Desmond/Samantha Tam	3	7	5	2	1	1	2	13	34
34	19	A.Haluskey	2	6	4	1	5	5	2	10	35
21	20	Sharon/Jaques Girand	4	7	4	1	3	3	3	11	36
12	21	P.Liddle	8	12	0	1	4	1	5	6	37
27	22	E.Chang/E.Ding	0	10	4	1	6	5	4	10	40
23	23	Nash Fitzroy	5	8	5	0	6	4	5	9	42
39	24	Mike/Donna Ellig	1	10	5	2	7	7	4	6	43
8	25	Rosemary/John Adam	13	8	4	1	3	3	1	10	43
29	26	Colin/Gail Stewart	0	7	4	1	18	0	0	15	45
30	27	J.Bryant	1	5	4	0	3	4	21	10	48
38	28	K.Chhil/Ilall	20	9	9	1	3	1	2	9	54
20	29	Bata/Gulzar	4	16	6	3	1	4	9	19	62
37	30	Guenter/Michelle	41	6	8	4	10	0	1	9	79
22	dnf	D.Martinic	-	11	9	3	6	1	-	-	dnf
33	dnf	Abbas/Asad	23	-	-	-	-	-	-	-	dnf
19	dnf	M.Pier	5	16	12	7	-	-	-	-	dnf
25	dnf	Jim Norman	0	8	10	-	-	-	-	-	dnf
40	dnf	Rhonda Riordon	-	-	-	-	-	-	-	-	dnf





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UCR TECH SERIES

THE TECHNICALITIES OF GETTING FROM STREET TO TRACK: THE LAST UCR DE EVENT OF THE SEASON



Story by Phil Downe, UCR Director and Publisher of Provinz; main photo by Andreas Trauttmansdorff; article photos by the author.

The final Drivers Education (DE) event of the 2010 season has come and gone and that's it for UCR track events, and me as well, until next year. Oktoberfest at Mosport, the weekend of October 16-17, 2010 was spectacular. The weather was perfect and the trees were showing off their vibrant fall colors. The UCR Track Team did another outstanding job this year and Dave Osborne, our Track Chair, will be back with the entire team for next season so we're in great shape for 2011.

I managed to get in six events since we last left off our shake-down story in the October issue of Provinz, but like the DE season, it's time to finally wrap things up. The work we did at Markus' garage (new starter & kill-switch) after LCMT got me through both July events, the three-day combined NNJR/UCR event and the three-day UCR Club Race Ultimate DE event.

We were well into August and, at the combined Introductory Driving School (IDS)/DE weekend at Shannonville, when another problem reared its ugly head, this time in the transmission. The shifter started popping out of 4th gear on the downshifts from

5th. Not good when you're trying to keep the back end planted through the corner and you find yourself in neutral. It got progressively worse and by late August at the Watkins Glen NER event it was happening regularly.

We pulled up the leather and rubber boots from the stick shift, snapped off the locking spring and removed the shift knob and boots. There's a small C-shaped locking clip that can be removed with a tiny screwdriver, allowing the shift lever to detach from the shift rod.

We checked the shifter pin. It can wear out and loosen up over time but this one was in good shape and showing no signs of wear. We figured it had to have been replaced recently, but this certainly wasn't the cause of our problem. When replacing the shifter knob, there are two rubber seals, one at the base and one at the top of the shaft. If you only see the one at the base then the other stayed inside the shifter knob. Just fish it out of there, place it over the bare shifter shaft and give them a quick, light spray with a little lubricant. I used Rainex and the shifter knob slid back on easily.

We then jacked up the car and had a look at the shifter linkage. Nope! No problem there either - linkage bolt is tight, retaining ➤



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A gear oil upgrade in the Watkins Glen paddock

> wire intact and no excessive looseness. It had to be inside the transmission. Maybe a bent shifter fork! Not good at all! There's only so much mechanical work you can do effectively in the Watkins Glen paddock, well, at our level anyway, and pulling apart a transaxle wasn't on the list.

Jack Boxstrom wondered if thicker gear oil might help keep it in 4th. Worth a shot I thought, so I made a quick trip to the local auto parts store during the lunch break and swapped out the high-grade, synthetic Redline MT-90 gear oil for two quarts of 80W90 organic grade. I was actually looking to get 140W but that's all that Car Quest carried. I grabbed a cheap drain pan and headed back. I drained out the synthetic and put in the 80W90. It actually seemed to fix the problem but it only lasted about three laps. As soon as the gear oil heated up, the problem returned.

After dinner that evening, we dropped into Walmart for some supplies. I saw some 140W on the shelf and for the sake of \$9.00 for two quarts I thought I'd give it another shot in the morning. I didn't have time before my first run and I only had

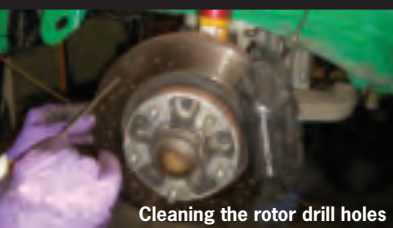
25 minutes between runs that morning but I was starting to get good at this. I swapped out the 80W90 for the 140W in about twenty minutes flat. Note to self: Exhaust pipe and gear oil are VERY HOT coming off track!

After the Glen, I scheduled a day in Kingston with Markus and trailered the car down on my way to a weekend family visit in Montreal. I had a limited slip differential (LSD) on the shelf in Markus' shop, one he had located for me about nine months earlier. If you recall we just stuck this S2 transaxle in from the 944-donor car I picked up in New Jersey. Why go through the time and expense of opening it up when it was working? We decided to see just how much we could get out of it and we did reasonably well. We clocked a good nineteen hours of track



Marking off the resonator placement

time (excluding the disastrous weekend at LCMT) before the problem, and then seven more hours driving around with the problem. This was done mostly by holding the shifter in 4th and starting my turn-in one-handed until I could get back on the throttle, which kept it in gear. >



Cleaning the rotor drill holes



New vs. used brake pads



Releasing the retaining spring

> I had two DE events remaining to finish the season so, rather than spend two days or more rebuilding the transmission with the LSD, we just bolted on a loaner LSD transaxle that Markus keeps on hand for people who are having their units rebuilt. This only took a few hours. That also gives us plenty of time over the winter to decide on any LSD modifications we may want to consider before installing it. It might be nice to have more than the 40% lock-up that was standard out of the factory.

We replaced a worn right-rear wheel bearing that had started to grumble a bit. I have worked on the fronts before and that's a cakewalk compared to a rear bearing. I was snapping photos and thinking what a great technical article this maintenance work would be. Markus has perfected some of his own special tools and techniques to make a tough job a lot easier, so I can understand why he asked me not to divulge any of his trade secrets; I'll just skip ahead to the next part.

It was time to swap out the brake pads. With twenty-six hours on them since the rebuild, they were starting to fade near the end of the runs and approaching the brake pad wear limits. I pulled each wheel and cleaned out the drilled rotor holes with an aluminium rod. The brake dust packs these drill holes preventing the escape of the gas and heat caused by the friction between the pad and the rotor.

Using channel-lock pliers, I pinched the brake pad retaining spring, unlocking it and rotated it away from the calliper. Then, with the same tool and a shop rag to protect the calliper paint, I compressed the old, worn pads against the pistons to loosen them and then pulled them from the callipers.

Inserting the new and much thicker pads requires the pistons to be completely pushed back into the callipers, taking care not to damage them and cause a brakefluid leak. A custom-made, aluminium tool with rounded edges served the purpose well and >



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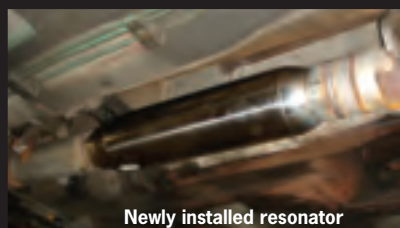
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New pads and locked retaining spring



Loaner transie



Newly installed resonator



Fall colours framing Mosport's back straight

- > the new pads were slipped in and locked into place with the retaining spring.

Remember all the black flags for violating the noise restrictions at LCMT in last month's Provinz? Well, we had originally ordered a Super-Trap, which fits over the tailpipe. It comes with a dozen or more metal plates and spacers. You adjust the number of plates according to the decibel level you are trying to achieve. The more the plates, the greater the flow, and the louder it gets. Reducing the number of plates makes it quieter but also affects your horsepower as exhaust flow becomes more restricted.

We decided a resonator would be a better idea, as it should have the least effect on horsepower, and ordered an eighteen-inch stainless steel one. Why they bother making them in stainless steel I don't know. No one is ever going to see it under the car. Anyway, we measured off a spot near the original CAT position to get maximum effect for noise reduction but far enough from the headers to prevent premature failure, due to excessive heat. We then unbolted the exhaust system, cut the pipe and welded the resonator into place. It worked beautifully.

The before and after sound readings showed a six-decibel drop, which gets me in under the LCMT and Calabogie noise limits and it also sounds great. Hopefully, that's the end of that issue and I'm sure the other DE participants will appreciate the quieter exhaust upgrade. Nobody likes having his or her eardrums assaulted in the paddock or on the track.

That's it my friends, we're done our 944 shakedown stories for another year.

The last two DE's of the season were both UCR events at Mosport and the car ran flawlessly. I got comfortable with the much improved power-to-weight ratio (1:10.4) and I got moved up to the Black run group after working with a couple of UCR instructors in September. The learning experience on both the car and

the track continues and also, happily, never ends. I can hardly wait for next year. Until then...

Cheers,
Phil Downe 🏁

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2010 FUN RUNS

UCR MUSKOKA FALL FUN RUN

Report by David Forbes, UCR Fun Run Chair;
Photos by Guenter Gamauf, UCR Member at Large



David Forbes
UCR Fun Run Chair

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(705) 788-8828

Anne and I were very excited about hosting our fourth annual Muskoka Fall Fun Run. We began the day with our Tim Horton's reunion in Bracebridge, where 16 beautiful Porsches pulled into the parking lot to the delight of many local coffee shop regulars. Our first leg of the route took us to the historic Windmere House, then on through the beautiful little town of Port Carling on a breathtaking winding road north through Port Stanfield, arriving for lunch in Rosseau. The restaurant Crossroads was expecting us and happy to host 32 of us for a very tasty meal, as we enjoyed the view overlooking Lake Rosseau.

After lunch and a little shopping across the road at an antique shop, we continued along towards Huntsville making a "must see" stop at Sand Hill Nursery to view their unique and now famous pumpkin sculptures. We continued through Huntsville to Dorset, enjoying the fantastic vista of Lake of Bays and the leaves at their peak, making a final and tasty stop at Lake of Bays Micro Brewery, where the owners treated us to a tour of the facility.

Following the Fun Run, we met back at our home for drinks and a wonderful visit, then we ended the perfect day with dinner at Wabora, an award winning Japanese restaurant. Anne and I consider it a privilege to host such an event, and we were delighted to have so many Porsche Club members join the Run. The weather was cooperative, the fall colors nothing short of perfection, and the company, as always, a joy! We look forward to planning next year's Muskoka Fun Runs for the Spring and Fall, and encourage you all to host or participate as we continue to enjoy old friendships and nurture new ones. 🍁



UCR AUTOCROSS 2010



**Report and Photos
by Derek Fisher,
UCR Member at Large**

Autocross is a great way to be intimate with your Porsche, meet new people, and have some fun. The four sessions this year were well attended. Under the guidance of Mario Marrello, the courses were different each time and challenging.

I'm new to the P-world, having bought a 1967 912 in late 2009. But my two boys convinced me that the car was meant to be driven – so drive it we did. The rules are straightforward – pay attention to what Mario says – safety is first.

Being new, we were quickly welcomed by some of the regulars, including Mad-Man Dave in his 914, Bob in his quick black 997 Carrera 2, Al in his red Cayman, and Dan in the Cashmere Cliff. There was some exotic non-Porsche machinery as well, including a V8 powered TR6, Ron's Datsun 260Z, and we brought along an '07 VW GTI, and a '78 Mini, for fun.

Set in the parking lot at Toronto Star's Vaughan printing plant, we arrived around 9:30am each event of the year to find Mario and son Paul had already set the cones and tested the course. We signed the waivers and chatted with the other participants as cars rolled in. At 10am Mario provided a briefing and answered any questions. He took the group (averaging between 12 and 20 cars) on a walk-through,



on the course, to help us get our bearings.

The plan is for a minimum of six runs each – the first two are acclimatization runs to figure out the twists and turns, and the last four to set some times and see how much you can improve. We all line up and go through, one by one. There is a fair bit of waiting time between your runs, but it goes quickly and there is lots of talk and laughs as we watch everyone else. It is easy to make new friends. I managed to get in eight runs at one event.

The timing system is slick, all electronic and accurate down to a thousandth of a second. Since there is a big variation in the cars it is not really a race, but a chance to learn about your car and how it handles in a safe environment. Generally, everyone sees an improvement over the day, but a few people "push the envelope" and entertain the crowd.

I learned a few things: My 912 (albeit a 2.0L H6 from a '69 911T) understeers a lot, but then does indeed have the dreaded snap oversteer; those who drove smoothly and didn't look that fast had better times than the flashy exhibitionists; ask a cop nicely and they will use their radar gun to see who is the fastest; and, most importantly, for \$30, this is the best fun you can have with your Porsche.

See you next year! ☘

Driver's Dream

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

What's in the sauce...?

Smelling the tomato sauce cooking on Sunday mornings was a ritual we looked forward to and now reminisce about. The aroma of fresh coffee percolating as mom was preparing the traditional Sunday lunch, a ritual to ensure that everyone ate at the same time, same place at least once a week. And funny thing, whether gathering with guys from the old neighbourhood or friends from similar backgrounds, we could tell the same tale: the aunt or uncle who would drop in, cousins or friends dropping by to play a game of pickup soccer or hockey depending on the season. But it always comes back to the food the aroma of the tomato sauce cooking in the morning, the meal preparation, the loud conversation moving in all directions, organized chaos of sorts (like driving in Naples)... and, of course, the meal: the pasta, the sauce so tasty we would take hot bread to sop up every last drop of that hot tomato sauce. I mean it was soooo good that my mother used to joke that she wouldn't have to wash the plate after I was done!

One of the main ingredients of that Sunday morning ritual started about six months earlier, oh about the same time as track season and the fun runs start. Funny how that happens... planting the tomato seedlings as soon as we start to have the warmer weather and the threat of frost is not as imminent. We plant the tomato plants in my garden. Now I get a head start as I have a small green house to start the seedlings off (kind of like having the Porsche in a heated storage) and then replanting the seedlings in the garden. The young seedlings are carefully nurtured through the summer: watering, weeding in between the plants, and then applying the age old practice of using old hockey sticks to help tie the plants upright and expose the fruits and leaves to monitor for the ripeness of the fruit and for easier picking.

Then the harvesting process happens and looks like a scene from "I Love Lucy." For you folks from the X and Y generations, "I Love Lucy" was a wacky and hilarious TV show seen in black in white in the days of pre-colour TV. (Perhaps this is another story, for another time.) Anyway, we work the garden and pick the tomatoes. This year we garnered 2 ½ bushels, enough for us to make tomato sauce from

our own garden! The crop is carefully picked and laid out to ripen to just the right state. When it's time for bottling, the tomatoes are washed, cut open in a traditional way, bottled and then topped off with a smattering of basilica leaves. The bottles are then sealed and boiled in a caldron of water to be hermitically sealed before they go into storage in the "cantina" - the cold cellar. In this cantina is a

treasure trove of meats, cheeses, and of course, wine. On a Sunday or any other day of hunger, I pull out a bottle of the preserved tomato sauce and, of course, some wine and head into the kitchen to create a meal that touches all the senses, especially when you start heating the sauce and the aroma fills the air. Hey Bugalli move over, we are on our way to a delicious mouth watering sauce to add to the pasta, meat, or just to sop up with bread.

So you enjoy the meal. But in order to get there, it's all in the preparation. As I turn my sights on winter, I have to prepare my Porsche for its winter journey or storage. So I went back to see Cato, of Cato's Auto Salon in Yorkville (416.925.6600) for some advice from his vast experience on preparing a Porsche for a long winters' nap. Here is some of his advice for you to take into consideration, take it away Cato:

Things to do before storing your Porsche for winter:

- Fill the gas tank. Any empty space will expose the inside of the tank creating oxidation. Add stabilizer to avoid gas going stale. Engine will feel less responsive and may clog up injectors with fuel going bad.
- Pump tires up to 42-44psi. Push roll the car a few inches every once in a while if you can.
- Either plug in a battery charger or disconnect the battery. The best option is the battery tender; it's best to keep all minor electric systems running continuously (radio, clock, alarm, locks). Remember, a battery will lose 1% of its power per day of sitting dormant.
- Do not lock it, if possible. Leave windows open 1 inch.
- Do not start it unless it will reach all its operating temperatures before being shut off.
- Car covers are always recommended. Beware of the following to avoid scratching: 1) the car has to be clean (duhhh!) 2) make sure it fits snug and there's no wind-related cover flapping.



- **Convertibles:** The soft top has to be treated* at least once a year. Porsche makes the best Waterproofer (000.044.000.91). This is the best time to do it.
- Always store your Cab with the top up

***Soft top treatment –that's another chapter....**

Most of my customers (those who don't drive their Porsches in the winter) prefer to wax their cars BEFORE going to winter storage. It makes sense to detail the car going into hibernation so all that time, it is clear of dirt, pollutants, road tar, tree sap, insects, brake dust (especially important). And when spring comes the car is ready to start enjoying the good weather. I think it is good alternative to the traditional method of storing the car just clean and wait until it comes out again to be detailed.

When we prep cars for winter, this is what we do particularly different:

Pay special attention to stripping the paint surface from all sorts of contaminants. Removing road tar and dirt thrown out from the tires in the lower part of the car and wheel well edges with a mild solvent (a commercial product like 'Goof Off'). Deep clean (power wash if possible) underneath of fenders - very important particularly in older 911s without fender liners, like SCs, Carreras). Preferably, clean the rest of the paintwork with a clay bar before polishing or/and waxing. If not familiar with the clay bar process it will be recommended to lightly clean all the paint with a soft cloth (microfiber ideally) soaked with a regular house all-purpose cleaner like 'Fantastik'. Any residual will be taken care of on the next step, waxing/polishing.

Polishing and waxing the paint finish is like putting cream on your skin. Weather elements, like sunlight and rain, badly dry the paint and leave it exposed to absorb dust, grime and minerals. You don't want to throw your car cover on and let all those pollutants sit on the surface for the length of the winter months.

Like any time when you are waxing a car, it is very important to dry it as much as possible, and of course this is even more critical when about to be stored. A good tip is to use a leaf blower around the door/trunk/hood rubber seals, door hinges, gas cap, and bottom of the rubber seals in the front and rear windshields, an area where Porsches are notorious for holding moisture. Very important, too, is to make sure the brakes (calipers, pads and rotors) are perfectly dried

before the car goes to sleep, and the best way to do that is to drive the car for a few minutes and apply the brake pedal until the soft feeling disappears.

This last step is important and is done after performing one of the most important parts of the whole process: the wheels. Rims have to be 100% clean of brake dust; that black film on the surface is very corrosive and will get the finish pitted if not removed properly, especially if it's going to be sitting on the rims for the length of the storage.

On the inside of the car, the most important routine is to feed the leather. Constant temperature changes as well as the air-con remove most of the moisture in the leather. The simple way of treating the leather is to clean the dirt of normal wear with a mild all-purpose cleaner (Fantastik again) – do not spray directly onto it! - and then feed it with a commercial product. My favourite for Porsches is 'Lexol' (sold at 'Exotic Motoring'), easy to apply (always 2 coats) and does not leave residue. Actually, this is something that should be done at least twice a year and, of course, before storage."



Thank you for the advice, Cato. Well, his experience certainly shines through in methodical approach and preparation.

Speaking of which, all this work is making me hungry, and my driving pleasure is parked, sooo a culinary delight is next: crack open a bottle of the tomato sauce, I am thinking of "Penne alla Sorrentinamia" for two: You need 200 grams of pasta penne, basilica, 100 grams of fresh mozzarella, 3 oz. of

extra virgin olive oil, 14 oz. of cherry tomatoes and sauce, sea salt enough to taste and a clove of garlic. Bring the water to a boil with salt, add penne, boil for 10 minutes, remove the penne from the water, sauté garlic in oil, when the garlic is browned remove, add the cherry tomatoes and sauce, salt to taste, add the pasta, finish by topping with fresh mozzarella and basil... and the now the best part... mmmmm good!

Well, time to put on the brakes in between bites for this month, as always, if you have ideas, comments, questions, lifestyle topics – or recipes! – to share, please email me at DriversDreamwithRaffaele@yahoo.com.

Ciao ☻

UCR Multi Event Weekend

Oct 1-3, 2010

Photo by Paul Ip

Report by Laurel Ward, UCR Director;
Photos as credited

A fun and great time was had by all - sums up the atmosphere of the Multi Event Weekend that was held in Niagara-on-the-Lake, October 1-3, 2010. The weekend activities started on Friday evening with our hosts of the weekend, Andy Wright, Ian John and myself. We began with a cocktail reception of tasty hors d'oeuvres and cocktails in the Hospitality Suite at White Oaks Resort and Spa. We even had a friendly face from Niagara Region, PCA, Bob Farwell, drop in to say hello and renew acquaintances.



Photo by David Scott

After a chatty filled "Meet and Greet", our not so shy auctioneer Ian John, started the evening highlight - the not so silent Live Auction. The spirit of the audience was instantly felt, as the bidding began on the first items and, before long, the competitive camaraderie took over. We were fortunate to have such wonderful donations of automobilia posters from the private collection of Club Member and Car Collector Extraordinaire Jack Boxstrom - a huge thank you Jack! In addition, many thanks go to the Track Team for donating a UCR Porsche Track Jacket, Autowerks for a Porsche service certificate and to those individuals who donated some other great items including model Porsche cars, wine gift packages, coffee gifts, and other car paraphernalia. By the end of the evening, people were smiling with their new treasures even though their wallets were lighter.

The next morning progressed with a Show and Shine, with members rising to buff and polish their P-car in our own private parking lot of the hotel. After the votes were cast, we went to a local vineyard for lunch and local tastings. The Fun Rally began at 1pm and, although some raindrops began, our Rally Master, Sajjad Butt, led the participants through a drivers meeting with instructions through a 3-hour countryside adventure. Even some local participants admired the route and said they enjoyed some country roads they never knew existed. As well, many members commented on a spectacular escarpment lot for sale that drew queries from interested parties. And, of course, there were diversions by some for visits to local vineyards and wine tastings. A special thank you to Sajjad for all of his hard work in organizing an extraordinary rally!

But the fun didn't stop here. Andy Wright and Ian John next led the guests through a "Special Driving Event", involving negotiation of a slalom course in the fastest time with the least loss of water from a specially designed wheeled "Porsche Water Pole". Our experienced racer Phil White suggested a racing edge to the rules (aka run as fast as possible and to heck with the water loss). Unfortunately the time penalty for total water loss (which Phil achieved) was great enough to still relegate the fastest slalom time of the day to a mid-pack result. A combination of speed and careful balance was required to achieve the best overall result. A fun way to conclude the day's outdoor activities. >



Photo by Jose Santos



Photo by Paul Ip

> The evening started with another cocktail reception with the ladies dressed in their killer heels and dresses and the gentlemen looked ever so handsome in their non-track attire. What a fine group it was.

White Oaks pampered us with a plated four-course dinner and, before long, the excellent DJ had people dancing between courses. After some frisky dirty dancing by some nameless track ladies, the DJ led the group through some line dancing with a combination of disco and hip hop steps. It was a blast. The dance floor was filled all night with empty seats around the tables.

After a restful night, we started again with an amazing Sunday Brunch and the Awards Ceremony. We would like to thank all the participants - new members who just joined UCR this year, other members getting newly involved and long time members enjoying yet another great event. As we say - our Club is about our people, not just about our P-cars.

Everyone was a winner, but here is a list of our participants who took home awards. Andy Hunt our Goodie Store Supplier, custom-made the awards - beautiful 911 model cars on granite bases - a fantastic keepsake.

Show and Shine:

- 1st - Andy Wright, '72 911T
- 2nd - David Scott, '81 911 Carrera.
- 3rd - Paul Ip, 1995 993 Targa

Rally:

- 1st - Mary Byczok and Jeff White
- 2nd - David and Linda Scott
- 3rd - Mike and Kim Edmonds

Special Driving Event:

- 1st - Hazel de Burgh
- 2nd - Gary Niven
- 3rd - David Wattling

Long Distance Award: Thomas Meyer and Michelle Gauthier from North Bay!

Hard Luck Award: Paul and Grace Ip (who enjoyed more of the Niagara countryside than most rally participants).

A HUGE thank goes you to Andy Wright and Ian John. Without them the resurrection of the Multi Event Weekend would never have happened! It was a great success. We started to organize this event back in February and we worked endlessly and tirelessly. We had a great team and a lot of fun along the way organizing it. All the smiles over the weekend made it all worthwhile. Thank you, Andy and Ian, for your hard work and helping to put on such a great weekend filled with lots of fun and laughter.

It was a pleasure weekendng with you all!

Laurel Ward ☘

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TRACK TALK



Dave Osborne
Track Chair

While the last Driver Education event of the 2010 season is behind us, your Track Team will be hard at work planning the next one. November is when we schedule the next year's planning meeting, firm up the track dates and set the budget for the upcoming 2011 season. This past year the changes in taxation and track dates threw us a little curve, while next season we will have to contend with more date changes. For 2011 the ALMS race at Mosport has been moved to our traditional joint NNJR weekend. We're working hard to make sure that the changes don't interfere with any racing and Zone 1 dates, so we can remain financially stable.

This is also time to elect the new Board of Directors. That's an important step in guaranteeing continuity of thought and action when it comes to managing our club and all of its programmes. A Board that's calm, cohesive and effective is to all of our benefit. Even if you don't normally bother with the Directorship of your club, remember that it is your club. I encourage everyone who participates in any of our club's activities to vote for those you choose to manage them. If you don't, you forfeit the right to complain afterwards.

Different people have different reasons for their participation. Some just want to see their names on the letterhead. Others have a specific program that they are fond of. I volunteered to do my job because I wanted the DE program to be fun and inclusive. None of the things we do at DE are particularly new. They're a culmination of all the fun

things we've done over the past 20 years, all rolled into one program. I couldn't possibly ask for a better team of solid, smart, enthusiastic people. Each of them bring, not just their experience, but their ideas of how we can be better. Despite UCR having one of the finest and most respected DE programmes available anywhere, it will just keep improving. This isn't a clique either, so, if you have any ideas that will better serve our members, don't hesitate to share them with us. We need all the help we can get... lol.

Speaking of help, there will be some additions to our Team next season. Our Chief Instructor, Stephen Goodbody has taken Ian John under his wing, to assist him with some of our events. Ian is a great guy, a great driver and a great instructor, so having him assist us at the track will be... great. By spreading the workload between the two of them, Stephen might actually get to the cottage once in a while. Slacker... lol. Del Bruce, our Worker Assignment Chief informs us that Laurel Ward has volunteered to help him out with the track day portion of that job. With Del, both driving and instructing, it will be a great help to him if Laurel assists the Shift Captains at the track. So I'd like to welcome both of these volunteers and thank them in advance for their service to our club.

One of the innovations that we have managed in the past couple of years is the Track Sampler program. The idea is to have members who have no idea what we do at Driver Education and invite them to participate in a limited way on Saturday mornings. They pay a whopping \$20 and go through all of the steps a participant would. They start at Registration, are sent to Tech Line, they're forced to consume free coffee and donuts and end up at the Drivers/Safety Meeting. They are included in the driver's briefing, learn the meaning of the flags with the rest of us and then are ushered into the Tower to watch the day get underway. There the Clerk of the Course explains all the tower operations. When the second round of run groups goes out, they are sent to the Chief Instructor. He matches each Sampler to an Instructor and the Samplers are taken out on the track to experience Mosport from the safety of the Instructor's car. They attend the Green student's meeting afterward and are treated to a Flagger's Lunch at noon. After that they are free to leave, roam around, ask questions or participate in any of the off track work assignments.

By the end of the day, most Samplers have formulated an opinion of whether the Driver Education program is some- ➤

> thing that they would enjoy. They certainly know that they are welcome. It always pleases me to see their names on the list for the next IDS or track date. There is no sense in having a program like ours if you can't share it with everyone. I hope you all had a chance to share at least one track event with us this year and I hope we lived up to your expectations.

There are still sunny days left before storage, so I hope you enjoy as many of them as possible in your Porsche.

Drive safely out there,
Dave ☼



Photos from the Oktoberfest UCR DE event at Mosport by Michael A. Coates.

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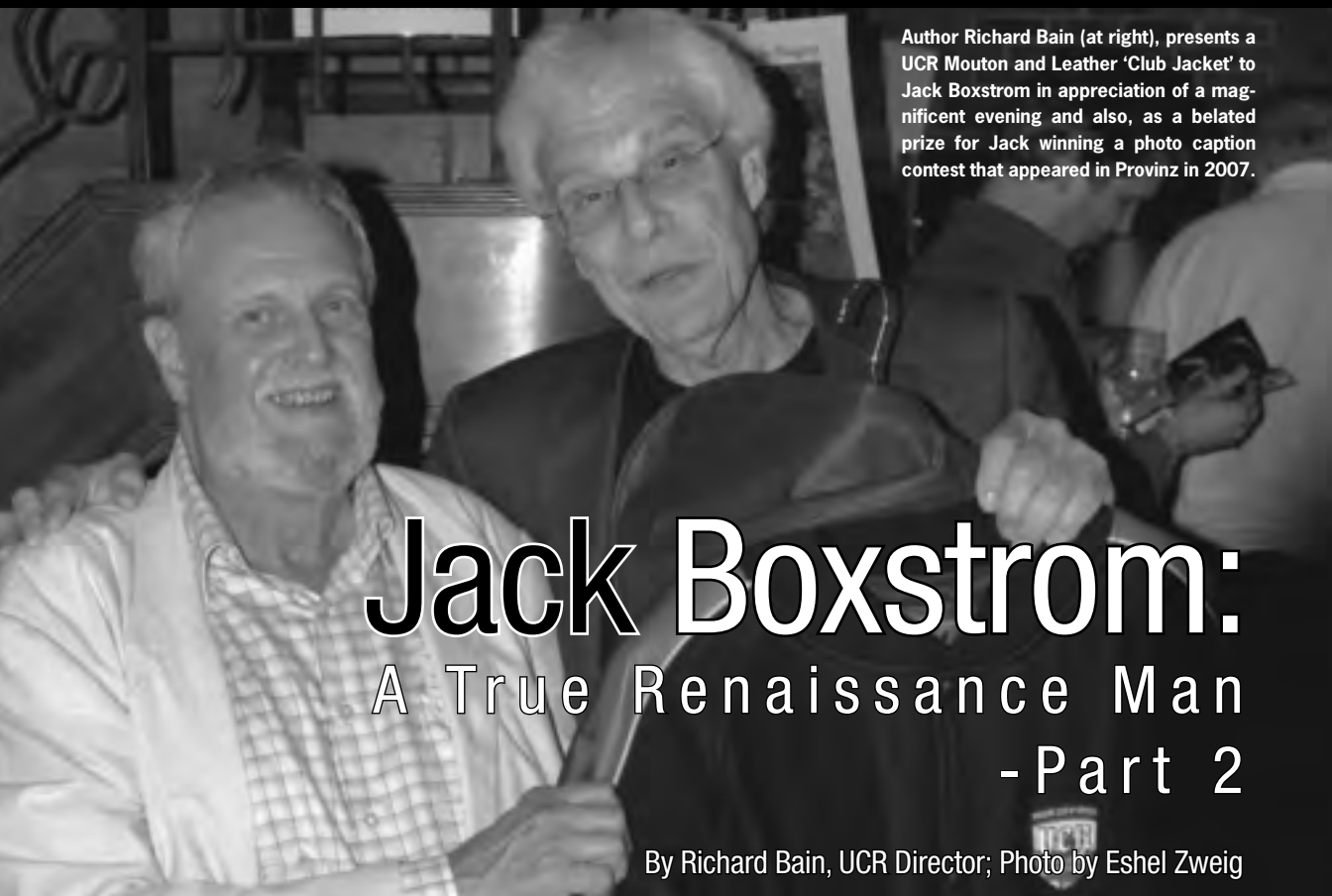
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Author Richard Bain (at right), presents a UCR Mouton and Leather 'Club Jacket' to Jack Boxstrom in appreciation of a magnificent evening and also, as a belated prize for Jack winning a photo caption contest that appeared in Provinz in 2007.

Jack Boxstrom:

A True Renaissance Man

- Part 2

By Richard Bain, UCR Director; Photo by Eshel Zweig

Last month we learned about Jack Boxstrom's colourful background at his presentation to the UCR Social Meeting at Ciao Bella Ristorante in July. We pick up with the questions from the audience... ED.

Jack said he would welcome questions at any time. With that, the questions flowed and Jack's presentation largely ceased. Following are highlights:

The vintage cars with the best chance of appreciating in price are Ferraris. The four passenger Ferraris sell for much less than the two passenger models of analogous vintages, although the drive trains and braking systems are virtually identical. They are just as pleasurable to drive.

Often, a collector is best advised not to restore his automobile. Jack told us of a 1931 Dual Cowl Packard Phaeton, the "Birthday Packard", with some 29,000 original miles on the odometer. It was presented as a surprise birthday present for the then 17 year old Josiah Edwards, who kept it for 41 years. It is one of the last completely untouched, unrestored Packards in the world today. It has the original canvas top, original leather Packard key fob, the original marketing form, untouched, to be filled out by the new owner and mailed back to the Packard Motor Car Company in its

accompanying envelope with a two cent stamp imprinted on it, the original owner's manual, the original tools and tool packing list, even the original wax paper filler in the suitcases in the canvas colored leather trunk. The present owner, only the seventh owner of this automobile since new, has a "gentleman's agreement" with the sixth owner, and he in turn with the fifth owner, and the same back up the chain of owners, not to touch or restore the car in any way outside of normal maintenance. Jack suggested that to do so would lower its value. As Jack said, a car is in a "never restored" condition only once.

Racecars, the high end ones, are very collectible. Those with a racing history are especially prized. Restoration will often not add materially to their value. Indeed, some in original condition are worth more than if restored. Many of the owners of these automobiles actively race them in vintage races. Jack recalled once querying the owner of a racecar worth millions of dollars if he felt uncomfortable racing it in a race with automobiles of comparatively grossly lesser value, such as Jack's \$250,000 Aston Martin racecar. "Not at all" replied the owner. "If I smack my car badly, it will cost me about \$250,000 to fix it; a pittance in percentage terms; whereas if you smack yours as badly, fixing it could cost you the same. So I figure, we're each risking the same amount of money competing in this race." >

> Cars that were produced in relatively high numbers will not appreciate materially in value. There are simply too many of them in existence. This, then, includes most of the production based Porsches, although certain models such as the 911 Speedster were produced in sufficiently small numbers as to have some chance of price appreciation. However, many automobiles likely will not depreciate in value and will appreciate with inflation. Those should be considered for purchase. One possibility would be a Ford GT. RM Auctions had one of those coming up for auction at its August 12, 2010 auction in Monterey, California, with a pre-auction estimate of US \$100,000 to \$120,000.

The market has seen crazy, speculative prices, and depressed ones too. At present, collector automobiles are being purchased at auction by collectors, not speculators, and the prices appear to be solid.

One who wishes to collect vintage automobiles would be best advised to buy what he or she would like to drive, and to drive them, not just look at them. Restoration will typically cost more than what will be added to the value of the car. If it's a very rare or unique automobile, that is a different matter, but there one is talking about restorations that can take two or three years or more, and of automobiles worth, as restored, millions of dollars. As an example, RM Restorations spent over three years restoring a 1931 custom coach built Daimler Double Six 50 Corsica Drop-head Coupe, the only one in the world, which was literally in "barn car" condition when the project was undertaken. Everything required was specially fabricated. No detail was overlooked. Tires in the proper size were unavailable, no longer manufactured, so RM Restorations arranged with Michelin for them to produce custom tires for the automobile, from special molds which it fabricated for that purpose. The result: The Daimler took Best of Show at the 2006 Pebble Beach Concours D'Elegance.

The RM group of companies was founded by Rob Myers in Blenheim, Ontario, where the company's headquarters remain to this day. Rob started off in 1976, painting the gas tanks of motorcycles and hot rods in a single-car garage. From those modest beginnings, he and his partners have grown the RM businesses to be collectively the world's leading commercial enterprise in investment-quality automobiles. Rob has expanded by adding talented people and allowing them to grow their operations. RM Auctions has offices in Canada, the United States, the United Kingdom and Germany. They conduct auctions in London, Monaco, Phoenix, Monterey and Amelia Island, and for three years running, conducted an annual auction of Ferraris at the Ferrari Factory in Maranello. The restoration business, which remains a keystone of the Group, has restored numerous award winning automobiles. This is literally the best high-end automobile restoration operation in the entire world. We should be very proud that such an operation is here, in our very own country and our very own Province, and figuratively speaking, almost around the

corner from us. The facility is easy to find. Blenheim is right by Chatham. Take Exit 69 off Highway 401 West. If you telephone ahead and mention Jack's name, the folks at RM Restorations and RM Classic cars would be pleased to give you a tour.

Jack finished the question and answer session by inviting us to take home with us a twenty-page brochure highlighting some of the automobiles to be auctioned at RM Auctions' upcoming Sports & Classic Auction at Monterey, California on August 12, 13 and 14. On the cover, there are two photos, of a 1958 Ferrari 250 'Pontoon Fender' Testa Rosa, one of only 21 pontoon fender models built, and a 1949 Delahaye 175 S Roadster, coach built by Saoutchik and unique in all the world. The Pre-Auction estimate for the Ferrari is noted at the RM Auctions Website as being available "upon request" and for the Delahaye is US \$4 million to \$6 million. Guests were also invited to take a booklet outlining and explaining the services and facilities of RM Auctions.

Our evening concluded with the presentation to Jack by your faithful scribe of a UCR Mouton and Leather "Club Jacket", in appreciation of a magnificent evening and, also, as a belated prize for Jack winning in 2007 a contest to pen the caption for a photo which appeared in Provinz magazine.

Jack is a regular at our DE's, where he currently runs a 2010 GT3. He would be delighted to make the acquaintance of those of you whom he has not as yet personally met, so if you happen to be at Mosport or Shannonville when we're running there, don't hesitate to introduce yourself to him.

Jack has promised to re-attend another Social, to actually tell us about the auction business, if we'll hold our questions to let him get that far. The Club will be arranging that for some time next year, at a venue, which will permit of greater seating, so... Stay Tuned! ☼

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

2001 Boxster S; Speed Yellow, 19" Turbo wheels, stock wheels included, very nice condition, serviced by Auguste Lecourt; 97,000km; \$24,000. Please contact John Schroeter at (416) 300-4800 or johnschroeter@yahoo.com

Pirelli Winter 240 Snowsport; Used set of Four Winter Tires for Porsche 996 Narrow Body and Wide Body Application. These tires are also applicable for 986 Boxster and Boxster S with 18 Inch Wheels. Pirelli Winter 240 Snowsport 225/40R18 XL N3 & 265/35R18 XL with about 70% tread left on them; good enough for a few Winters. These were on my 996 Widebody C4S same as Turbo and I ran them with no issues. Over \$1300 new; asking \$800, Picked Up in Mississauga. Contact: Farzooq Sayed at zookie_85@hotmail.com

911 Winter Wheels and Tires; OEM Porsche wheels p/n 99636212802 and 99636212402. 2 fronts: 17x7 with Semprit Winter tires 205-50-17, 2 rears: 17x9 with Bridgestone Blizzak Winter tires 255-40-17. All tires were used for 2 seasons. Great shape. Minor curb rash. Fits 1995-2004 911, 1997-2004 Boxster. May fit other cars. Price: \$1,000. Contact: Paul Min (416) 357-8124*

1987 944 Turbo Parts; Parting out my 1987 944 turbo, no parts too small, please email your request. Also available: Koni Adjustable shocks, 17" Turbo twist wheels with Hoosier track tires 968 mirrors, Sparco Seat, Front cross drilled & slotted rotors (99% new), Price: \$1.00. Contact: Raymond Chan mimi_fun_city@hotmail.com*

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MY02's and Hollow Spoke Turbo Twist; Two sets of 4 Porsche FACTORY Original 18 inch Light Weight MY02's II Wheels with tires for sale. These are off a 2003 and a 2002 996. The Rims are in fair condition. My intention was to re-finish them to Like-new condition. Tires are not included!

Front Wheel Size: 18" x 8" 50mm offset

Rear Wheel Size: 18" x 10" 65mm offset

Asking Price is set at \$1200 CDN + Shipping if required (pick-up preferred).

4 Porsche FACTORY Original 996 Hollow Spoke Turbo II Wheels with tires for sale. Custom Painted with Black Centers and a polished outer lip. These wheels will only fit a Wide Body Porsche. The Rims are in very good condition with no bends or shakes.

The tires are Pirelli P Zeros with plenty of tread and no uneven wear.

Front Wheel Size: 18" x 8" 50mm offset

Rear Wheel Size: 18" x 11" 45mm offset

Front Tires: 225/40/18

Rear Tires: 295/35/18

Asking Price is Firm at \$1500 CDN + Shipping if required (pick-up preferred) Al, sellwithal@gmail.com*

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

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Leny's Automega, Mississauga
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Keltech Performance, Mississauga
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Mantis Automotive, Oakville
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PERIPHERAL VISION



John Adam
UCR Historian

We missed the 2010 Escape to the Rockies. It would have provided an opportunity to do an Okanagan wine tour followed by a weekend stop at the Delta Sun Peaks Resort. We had given thought to an Okanagan wine tour amongst Porsche friends but too many travel plans and a “sold out” sign meant that the Okanagan has to wait.

On the other hand, we just returned from Captiva Island, Florida, where we spent some quality time with members **Colin and Sandy Black** on the occasion of their fifteenth anniversary. Though living in Buffalo, the Blacks are members of UCR. Earlier, we enjoyed a long June weekend with the Porsche folks in Vienna at the Euro Parade. They don’t usually have social entrants but we were aided in our registration effort by Porsche AG club coordinators **Paul Gregor and Sandra Mayr**. Not long after, we again met the Porsche AG folks at Parade in St. Charles, IL.

Look at this unpublished excerpt from a book by Dennis Burnside and see if it has current relevance.

Ferdinand Porsche landed a job with coach builder Jacob Lohner in 1898. Lohner, who had acquired the Kaiserliche und Konigliche Hofkutschenfabrikant, the Imperial coach builder in Vienna-Floris-

dorf, had turned from horses to an electrical coach, which involved either steam or gas engines as well as storage batteries. Born in Vienna in 1858 to a family that had been building coaches for 200 years, he attempted connections with Daimler and Diesel before hiring Porsche.

It was with Lohner in 1899 that Porsche built his first car, a front-wheel drive 36 mph model which used 900 pounds of batteries to turn 2.5 HP electric motors at each front wheel.

Porsche actually designed his “hub” motors in 1897 while still working for Egger but the Lohner-Porsche, or Porsche-Lohner Chaise, was not publicly displayed until 1900 at the Paris Exposition. Ferdinand Porsche drove his electrically powered car from the exhibition area to Versailles, at a maximum speed of twenty miles an hour. A 1900 Lohner Porsche is on display at Oslo’s (Norway) Norse Technical Museum and in Vienna’s Technical Museum.

In 1902, Porsche substituted a gasoline engine powered generator for the batteries, the “Mixte” system, a design which won him the 1905 Pöttinger Medal, given for the year’s most significant invention.

Ferdinand was simply ahead of his time... by about 100 years. 🌀



BOARD MEETING

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

Held at: Mimico Cruising Club

Attending: John Adam, Matthew Au, Richard Bain, Del Bruce, Phil Downe, Graham Jardine, Danny Kroll, Mario Marrello, Otto Mittelstaedt, Richard Roell, Martin Tekela, Kye Wankum, Laurel Ward, and John Van Atter.

Regrets: Patrick Michaud & Tomiko Murk

Meeting Open: 7:02 PM

John Van Atter

Review and approval of September minutes:

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

Laurel Ward

Report on Multi-Event Weekend, October 1-3, 2010:

- A really fun time with 36 members participating
- Events ran non-stop from Friday evening Oct 1 through Sunday noon Oct 3 at White Oaks Resort and Spa in Niagara-on-the-Lake. Organized events included Fun Live Auction, Cocktails Receptions, Show and Shine, Car Rally, Special Driving Event, Gala Dinner and Dance, Sunday Awards Brunch.
- Guests complimented the organizers saying they enjoyed the organized events, hotel facility, food and awards. It was a great mix of new members, existing members attending first events and active members.
- Special Thank You to Rally Master Sajjad Butt, Goodie Store Supplier Andy Hunt, who custom-made 911 Porsche Car awards for the winners of the events and all our Club members and sponsors who donated items for the Live Auction!
- A huge Thank You to Andy Wright and Ian John who worked tirelessly to make this a very successful event.
- A letter from Andy Wright thanked Laurel for her work and cooperation.
- Discussion evolved how to attract more members and word of mouth recommendations and keeping up the event would help with this. Laurel felt the MEW should absolutely be held again.

John Adam

The November Awards Gala:

- Registration forms were passed around to the executive.
- Currently have 30 registrants.
- Three officials from Porsche Cars Canada will be present; Joe Lawrence, Thomas Illner and Lawrence Yap.
- A special invitation has been mailed out to long term members who will be recognized at the banquet.

Richard Bain

Upcoming Monthly Socials:

- January meeting will be held at Boom Restaurant 174 Eglinton

Avenue West (and Lascelles Blvd.).

- February meeting will be held at China House 925 Eglinton Ave West (and Bathurst).
- March meeting will tentatively be held at the Musket.
- No speakers have been arranged at this time.
- A discussion took place on how to get speakers.

Goodie Store report:

- The club trailer has been sold for \$1,600 plus HST, and we are awaiting the cheque.

Del Bruce

- September event drew 115 drivers.
- Total attendance this year 670 versus 595 last year.
- The entire track team will be back next year.
- October already has 115 registrants.

Phil Downe & Kye Wankum

Provinz & Advertising:

- Provinz has secured a technical content "barter" agreement with Pedro's Garage in Florida thanks to Kye Wankum's efforts.
- The newsletter will have access to "best-of-breed" Porsche technical articles in exchange for a quarter-page advertisement in the magazine.
- Paul Ip has been actively sourcing technical articles from advertisers and other third parties.
- Advertising revenue has reached another all time high with an increase of **\$1,316.30** over last month's record sales. October advertising sales revenue totaled **\$8,745.50**.
- **Kumho Tire** has signed a one-year advertising agreement for a full-page, color ad to run 12 consecutive months in 2011.
- Provinz welcomes back **Bulloch Tailors** and three new advertisers this month, **Pedros Garage, Confidential Recycling and McKinnon Heating**. The last two with thanks to Jeff White.
- Every BOD member is asked to e-mail the Publisher, indicating the date of delivery this month so we can report delivery service levels to Canada Post and try and improve service.

Member Recruitment Postcards:

- The Q4, 2010 – Member Recruitment Postcards are ready for circulation in the October issue.
- The new acrylic "table-top" postcard displays are also ready for distribution by Board Members to Porsche dealers and Porsche service centers across the UCR.
- We continue to encourage the use of these cards to promote UCR membership growth and finish the year with a PCA record for Class V Region growth in a single year.

Yorkville Exotic Car Show:

- TV coverage of the Yorkville Exotic Car Show is scheduled for **Saturday October 9** on Dave's Corner Garage, SUN-TV at 1:30PM. ➤

- • An announcement in this month's E-mail blast would be ideal to advise the UCR membership.
- The YES financial results are 97% complete with a total benefit to SickKids of **\$17,740.00**.

YES Financial Summary:	
Total Revenue:	\$50,044.56
Total Costs:	\$32,304.25
Net Benefit:	\$17,740.31

- A check is due to be sent to SickKids Foundation in that amount before October 10, 2010, 90 days after the event, as per the agreement.

Danny Kroll

Rally September 18th:

- 35 cars started the event
- Comments from both new and seasoned drivers was very positive.
- Sajjad has submitted some photos and an article to Kye and Otto.
- The rally was a great success.
- It was mentioned that many of the participants were on their first UCR event.

Eshel Zweig's Argo Day:

- Over 40 people have requested tickets.
- There are still inquiries coming in.

Mario Marrello

Second-last Autocross:

- September 19 was the largest event so far with 19 drivers.
- The current formula appears to be working well; we will continue to keep it focused on fun.
- The autocross continues to attract new members and existing members who have not done a track event.
- Shift into Spring and word of mouth appear to be the best ways to inform members of this event.
- The next and final event is this weekend October 10th.

Martin Tekela for Patrick Michaud

Nominating Committee:

- The notice of meeting for the annual election is included in the October Provinz along with the biographies for each nominee.
- We have thirteen people running for ten positions.
- We need scrutineers for the election (a number of three was suggested).

Otto Mittelstaedt

- The ballot is ready to go on the website.
- The online voting was made available to four people for testing
- John Adam, Mario Marrello and Walter Murray tried the site and found it to be functional and user friendly.
- Otto would like to expand the use of the website by offering something new each day sort of like "link of the day" or polls such as why did you join?

Graham Jardine for Tomiko Murk

- **Martin Tekela moved:** "Resolved that, effective immediately, any two of, Martin Tekela, Mario Marrello, Tomiko Murk, Matthew Au and Graham Jardine are authorized to sign on behalf of Porsche Club of America, Upper Canada Region, Inc. (the Corporation) for all business pursuant to the banking resolution in effect between the Corporation and Bank of Montreal (the Bank) and on all accounts conducted by the Corporation with the Bank." seconded by Phil Downe passed unanimously.
- Matthew introduced himself to the board and explained what he has done.
- We presently have a fair amount of money in cash. It was suggested that it be transferred to GIC's but the concern was that at this time of year there are many deposits coming up such as for next year's track rentals, etc.

Richard Roell

- No updates to report.

Martin Tekela

Membership:

In September 2010, membership continued to grow with primary members increasing by 22 to 1644, while affiliate/family members grew by 3 to 1100, for a total growth of +25 to 2,744 members

Discussion of Guidelines for volunteers and elected Directors:

- Martin thanked everyone for contributing their thoughts on how to make the monthly BoD meetings more successful and user-friendly.

New Business:

Phil Downe: raised concerns about the potential, inappropriate influence on voters due to the fact that anyone voting by mail or fax must identify themselves and those ballots are presently directed to one of the candidates running for office who would be aware of the votes cast. A discussion took place and it was agreed that a change should be made in the future as it was too late to change anything at this time.

Del Bruce: raised a question as to how award winners were selected for the banquet.

John Van Atter: raised the question that board members, including the executive, should not be chairs of anything. Their job is to oversee and give direction not to actually chair anything but to supervise chairs that they have working for them. A general discussion took place and it was agreed that this would be best but in many cases not realistic, as it is difficult to find volunteers to run events.

Next meeting will be held November 2nd location to be announced.

Meeting adjourned at 10:12 PM 🌀

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