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



October 2010

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The Muscle Milk Team CytoSport Porsche RS Spyder, driven by Klaus Graf
and Romain Dumas, on it's way to an overall win at the ALMS race at Mosport
on August 29th; Photograph by Eshel Zweig, UCR Photo Editor.

PRESIDENT'S MESSAGE



Martin Tekela
UCR President


I hope you're all enjoying the transition to cooler weather and that you've had a fun-filled summer, with lots of opportunities to enjoy your Porsches.

As for me, I'm really looking forward to some fall Driver Education (DE) track events. Our last DE event was in early July. Other than that, Hazel and I were pretty focused on getting things organized in our new two-Porsche garage complete with newly painted walls and slick new workbench, wall, and free-standing storage cabinets. We now have parking for four cars in the driveway and there's also a place for our little tire trailer. Did I mention that this new garage and driveway also came with a house attached? We took possession of our new home on June 24 and have done a considerable amount of improvements since then. Our new home was built in the 1950's and is very charming, but certainly needed some upgrades. Now that the dust has settled (in more ways than one), we're excited about getting back to Mosport at a UCR DE event. We'll also be traveling to VIR in Alton, Virginia for five consecutive track days in mid-November. It's at least a 12-hour drive to VIR from Toronto, so it's nice to be able to do two events back-to-back, and it's a great way to extend our DE season.

Otherwise, how many of you went on a "fun run" this year? Hazel and I were able to attend two and, I would certainly encourage any new members, or those of you who haven't come out to any club events, to register for these amazing driving tours. They are just so much fun and it's an easy and inexpensive way to enjoy your Porsche with fellow Porsche enthusiasts and to meet new PCA/UCR friends at the same time. No prior experience is required and you can bring as many friends or family members as you have seat belts for. My thanks go out to those club volunteers who organize these fun runs for the rest of us to enjoy.

Our region (PCA/UCR Inc.) continues to lead the rest of North America in membership growth. We now have over 2700 primary and associate members. We have Provinz, our award-winning monthly newsletter, a terrific DE track program spread out over six different weekends and two different tracks, two early season introductory driving schools, plus one in the summer, for our rookie trackies, an annual Concours d'Elegance for those who really appreciate authenticity and a polished wax finish, a couple of rallies, several autocross events and a variety of monthly social evenings. These, along with an annual ski day and an occasional golf day, are the traditional events that we've organized on behalf of our members. They bring out several hundred of our members and I've really enjoyed meeting many of them.

With our incredible membership growth, there are now more members out there that I don't know as compared to those that I do know. My challenge to each of you is what can you volunteer to do to attract these newest members to attend a club event? What kind of event should it be? Please give it some thought. Even if you choose not to volunteer to organize a club function, I'd appreciate your insights and suggestions. I will gladly share these with other members in the hopes of finding someone to champion a new event for the club. We're planning on hosting a "PCA/UCR Open House" event next spring and the objective of this will be to promote and entice club members with a wide variety of functions and events that they could participate in, in 2011. We would be very happy to offer you a table to promote your event idea to our membership. Let's work together to make membership in the Upper Canada Region of the PCA a rewarding experience for more of our membership base.

Hope to see you at an event soon. 



2010 Calendar of Events

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

JANUARY

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

FEBRUARY

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

MARCH

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

APRIL

13 Tues UCR Social Meeting at Pfaff Tuning at
9100 Jane Street, Vaughan
17 Fri Skid Pad School at Mosport
25 Sun UCR Autocross at the Toronto Star facility
in Woodbridge

MAY

1 Sat Skid Pad School at Mosport
2 Sun Shift into Spring at Pfaff Porsche at 101
Auto Park Circle in Woodbridge
8 Sat UCR Rally (visit pcaucr.org)
11 Tues UCR Social and Meeting of Members
at Xaphire Restaurant, 530 Eglinton Ave.
West, Toronto
15-16 Sat UCR Driver Education at Mosport
28-30 Fri-Sun Zone 1 Club Race at Watkins Glen, NY
28-30 Fri-Sun Spring Tour at The Little Inn of Bayfield
29 Sat Beaver Valley Fun Run

JUNE

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

JULY

3-9 Sat-Fri Porsche Parade in St. Charles, Ill
10 Sat Yorkville Exotic Car Show -
in Support of SickKids Foundation
13 Tues UCR Social Meeting (visit pcaucr.org)
23-25 Fri-Sun NNJR/UCR Driver Ed at Mosport
30- Aug 1 Fri-Sun PCA Club Race hosted by UCR at Mosport

AUGUST

8 Sun UCR Tour with Ontario Wine Society
10 Tues UCR Social Meeting (visit pcaucr.org)
15 Sun Collingwood Area Fun Run
21-22 Sat-Sun UCR Driver Education and Introductory
Driving School at Shannonville
28-29 Sat-Sun PorschePlatz at the ALMS race at Mosport

SEPTEMBER

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

October 12, 2010

OKTOBERFEST! With Jim Kenzie, at The Musket

40 Advance Road, Etobicoke M8Z 2T4
(416) 231-6488

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

DRIVER ED

Introductory Driving School

Saturday, April 17th - Mosport Training Facility

Saturday, May 1st - Mosport Training Facility

Saturday August 21st - Shannonville Facility

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

Driver Education Programme Dates

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

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

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

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

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

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

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

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

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

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

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

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

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

WELCOME! NEW MEMBERS

NAME	LOCATION	MODEL	THANKS TO
Blair Adamache	Toronto	06-Boxster S	Syed Ali
Susan Barry	Collingwood	01-Boxster S	
Wayne Bureau	Ashburn	93-RS America	
Geoff & Joan Chandler	Oak Ridges	06-Cayman S	
Khuzaimah Chhil	Brampton	09-Cayman	
Leslie Colbeck & Elizabeth Clarke	Caledon	04-911 T	
Brent Durette	Brampton	03-911	
Mary Beth & Albert Duwyn	Burlington	10-Panamera	
Peter Dyck	Whitby	05-Boxster S	
Ming Fang	Toronto	06-911	
Gordon & Myrna Forsythe	North York	08-911	Mantis Racing
Kenneth Friderichs & Nathalie Gilbert	Oshawa	93-928 GTS	
Sharon & Jacques Giraud	Mississauga	07-Boxster	
Nader Gorgi	Oakville	05-911 S	
William Harlos	Burlington	88-944	
Larry & Lindsay Healey	Markham	06-911 S	
William & Adam Holland	Lakefield	79-930	
Alain & Tricia Hurtubise	Mount Albert	05-911	
Doug Johnson	Toronto	06-911 S	
Philip Jurgens	Williamsburg	87-930	

> Continued on Page 10

CONGRATS! ANNIVERSARIES

25 YEARS

Peer Idestrup
Paul Januszewski
Ted & Nancy Madison

15 YEARS

Michael Dunn
Robert & Nicole Ebert

5 YEARS

Andrew & Maureen Clarke
Steve & Charlie Eaton
William Logie
Esther Sabet
Heiko Schilf
Stephen Toepell & Becky Jenkins



20 YEARS

Monica Alves
Cindy Januszewski

10 YEARS

Stuart Faria
Carol Sakamoto
Rick Stephen

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EDITOR'S RAMBLINGS



Kye Wankum
Editor

Whew! Another BIG issue!

We have a BIG report on the ALMS race at Mosport with some fantastic photos by our own photo editor, Eshel Zweig.

We have BIG and - at least to me - unexpected news on three new 911 variants, including one Cabriolet version.

And, finally, we have a BIG tech article - this one being on brakes - from a new contributor, down Florida way, who has promised to supply us with many more interesting pieces in the future; please welcome Pedro Bonilla of PedrosGarage. Meanwhile, our own member, Paul Ip, has been busy beating the bushes and talking with our many regular advertisers, not only to thank them for their continued support of our club, but also to give them an opportunity to enhance their marketing effort with us by submitting tech articles of their own.

Perhaps the BIGGEST news this month is the fact that UCR will not only hold its Annual Elections early next month but that there are many more candidates on the roster than there are positions available, including, and especially, for the Club's executive. This should be an interesting month of campaigning and I urge you, the



membership, to play a part in shaping the future of our Club by casting your vote. Please see all of the details in the insert accompanying this issue of Provinz.

Provinz Publisher and UCR Director, Phil Downe, is back with another instalment reporting on the shakedown of his 944-track car; David Forbes, our Fun Run Chair, is giving us a season wrap-up. Raffaele Sasso has come up with yet another very interesting story in his Drivers Dream column, while Guenter Gamaut is reporting on a fun run to the Badlands. Abe Reinhartz is back with a short story about his automotive lusts, while UCR Director, Richard Bain, reports on the July UCR Social that featured our own Jack Boxstrom as the speaker for the evening.

I want to thank all of our contributors for sending in their stories and reports. Please, everyone, keep them coming. This is your newsletter - make it what you want it to be!

Lastly, you will find a second insert in this issue: the new UCR Membership Recruitment Card, again kindly sponsored by Porsche Cars Canada. Be sure to use these cards by handing them out to your neighbours or by placing them under the windshield wiper of a Porsche you are not familiar with.

Have a great autumn!



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THE WAY WE WERE...

20 Years Ago

The Awards Banquet was being promoted at \$50 with Bill Adam as guest speaker. The Shannonville DE event closed the season with a fee of \$75. The monthly social had an Oktoberfest theme. Philip White (the elder) was president-in-waiting. Clive Van Wert wrote about ruining the engine in his 944S after he started his DE track day down a liter. DE drivers take note – check your oil daily. Chief Instructor, Howard Dexter, wrote about a Corvette club lapping day at Mosport where no fewer than eight Corvettes found their way to a meeting with the track wall. Hank Franczak, Tom & Cynthia Brown joined.

15 Years Ago

Editor Karl Thomson said that we had a new web site and that web master Ed Agabeg would provide you with special software to allow you to access the site. We reported on a Muskoka tour that immediately followed a local tornado. My cousin Eva Collakova was visiting from Slovakia and is seen in a Muskoka tour event photo – she liked the rocks and trees. Ben Ciantar provided a treatise on nuts, bolts, torque and much more. Ben was also organizing a mini-tech on repainting your Porsche. Bryce Virgo joined.

10 Years Ago

Ken Jensen provided a “minute by minute” of the Jensen’s visit to Parade in Sacramento, CA. Crawford Reid organized an enjoyable Fun Run along the Grand River to Brantford. John Van Atter was promoting the Charity Auction – a major money raiser in those days. Rothmans Porsche Turbo Cup cars were available for sale. Jean-Pierre Verbunt, Eric Buckley and Dave Stormont joined.

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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New Members Continued from Page 7

NAME	LOCATION	MODEL	THANKS TO
John Karimzad	Richmond Hill	99-911	
Jeremy Link	Toronto	06-911	
Shao An Lu & Jessica Leung	Markham	07-911	
Bruce & Sandra Mangan	Warton	03-911	
Don McIntyre	Cambridge	07-911 C4S	
Alan Mostowich & Catherine Hugh	Mississauga	91-911	Mantis Racing
Don Neill	Oakville	07-Boxster	
Paul Noskiewicz	Toronto	95-911	
Charles & Thomas Poulsen	Mississauga	87-928 S4	John Andrachuk
Nasser Qadir	Richmond Hill	01-911	
Ali Qureshi	Toronto	96-911 C4S	Danny Kroll
Kris Sheldon & Louise McLaren	Portland	94-968	
Rymal & Ruth Smith	Oakville	68-912	
Doug Smyth	Carleton Place	85-911	
Kurt & Deborah Stahle	Shanty Bay	88-911	
David Warkentin	Toronto	07-Cayman	

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

WHERE'S THE LOVE?

Kye, ...[Provinz]... is one of the few publications I look forward to reading on a monthly basis for many reasons and also for the sense of community it brings to our chapter of the Porsche Club!

You never get feedback from the membership? ...hmm. I think maybe people aren't speaking up because everybody is reading the magazine... for myself, being part of the Porsche Club satisfies the need for speed but it is also the community involvement and friendships we build that probably outweigh the fun we have at the track!

Regards,
PM



Passed these on
my travels last
weekend...

Submitted by Mike Kielly



The ultimate address?



One classy car wash...

LETTERS TO THE EDITOR

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

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

letters@pcaucr.org

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Don't Miss These Upcoming UCR Socials

Submitted by Richard Bain

October 12

at The Musket ("a taste of old Bavaria in the heart of Etobicoke"), with Jim Kenzie as Guest Speaker

40 Advance Road, Etobicoke, Ontario

M8Z 2T4 Phone: (416) 231-6488

UCR's October Social will find us back at The Musket ("a taste of old Bavaria in the heart of Etobicoke, with Jim Kenzie, our guest speaker this evening. As you know, French cooking is based on butter, Italian on olive oil, and German on pork fat, also known as Schweineschmalz. The Musket features a wide variety of authentic German-Austrian dishes. BBQ'd Schweinehocks are a specialty, crispy on the outside and juicy on the inside. Various schnitzels are available mit, undoubtedly, Röstli und Spätzle, ja? Save room for a Sacher Torte. You might want to fortify yourself for this fare with a double dose of Lipitor. Numerous German beers are on offer, so arrange for a designated driver and stake out the location of the washrooms on your arrival. Jim Kenzie, an old friend of UCR and a classmate of John Adam's, the very same Jim Kenzie whose articles you've been reading for years, will be our guest speaker this evening. This should be a special night. Please join us. Festivities start at about 6:30.

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

Located on beautiful Humber Bay, Mimico Cruising Club, with its gorgeous clubhouse and grounds, wide fairways and spectacular facilities, is truly "An Oasis in the City". Check it out here: <http://www.mimicocruisingclub.com>

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



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IMPRINTING



**Article and Photo by
Abe Reinhartz, UCR
Member at Large**

"If you've taken Psych 101, you've heard of imprinting. It is defined as rapid learning that occurs during a brief receptive period, typically soon after birth or hatching, and establishes a long-lasting behavioural response to a specific individual or object, as attachment to parent, offspring, or site."

I was reminded of this some years ago by my friend Droid who has an unhealthy attraction to small old, leaky English cars. "It's from when I was a kid in Guyana", he says. The operative word here being kid. He recently went through a phase requiring therapy because of his internet addiction to sites devoted to the Hillman Imp.


But he's right. We all know it. Someplace in the recesses of our collective brain cortices we can probably all pinpoint the "ahah" moment that kindled our attraction to things automotive. We became imprinted.

I remember in early high school, I almost got run over by a Ferrari Daytona. That's not exactly true. The Daytona stopped to let me cross the street and, as I was staring at it, I almost got clipped by a Corvair or something. It was blue. Probably a few years before that, I almost smashed my bike into a telephone pole as I watched a blue Corvette (an LT1 if memory serves) power shifting down the street. If I recall the Motor Trend magazine of the

day, it had 355 non-SAE horsepower, which is about what you get in a Ford Taurus these days. I'm on my second Vette now.

In my so-called adulthood, the 928 was imprinted on me. The car was introduced in the late 70s and looked like nothing else, except maybe a Pacer if you put on a rack and stretched it out. On my honeymoon in 1982, I read and reread and reread and memorized a Road and Track road test on that year's car. This was my honeymoon, remember, and I had to attend to other things, which luckily didn't take very long, so I could go back to rereading the road test. I've had two 928s.

In the mid 90s the Ferrari Maranello was introduced. I was hooked. A modern successor to the Ferrari Daytona, which almost, but didn't really, run me over. I saw one when I was walking with my wife around Avenue Rd and Bloor making a quick left turn onto Yorkville Avenue. I pointed to it like a toddler pointing to an airplane. I was speechless. It was silver and it made the nicest burble known to man. I finally got one this year.

I thought I was done with being imprinted upon. After all, I'm in deep middle age and am somewhat more stable and able to tame these automotive impulses. I was smug in my maturity when I walked into a race shop and saw a pristine, new all white, un-decaled GT3RS. Hmmmm... 

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

If paying by Visa or MasterCard, fax to: (905) 272-0086 No cover page required.

Enclosed is our cheque payable to PCA/UCR or credit card information covering _____ members and guests @ \$90

Total \$ _____

Visa: _____ MasterCard: _____

Expiry Date : _____ Name on card _____

Entrée selection(s): Risotto alla puttanesca _____ or Roasted turkey breast _____

Reply from:

Name(s): _____

Address: _____ City: _____

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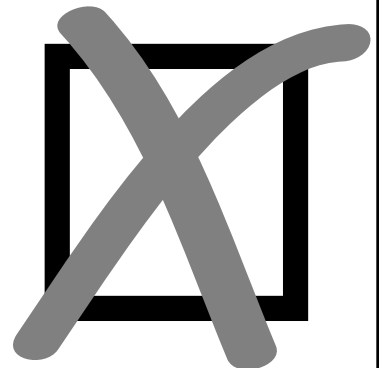
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UCR ELECTIONS COMING IN NOVEMBER YOUR VOTE COUNTS!



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, by fax, 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.

Please see all of the details in the insert in this issue of Provinz.

Them's the Brakes

First let's start with the basics.

What is a brake?

By definition, a brake is a device for slowing or stopping the motion of a machine or a vehicle, or alternatively, a device to restrain it from starting again.

Following the fact that energy is never lost or created, only transformed, the energy that the car, while in motion, called kinetic energy, is transformed into heat by the friction created between the rotor and the brake pads.

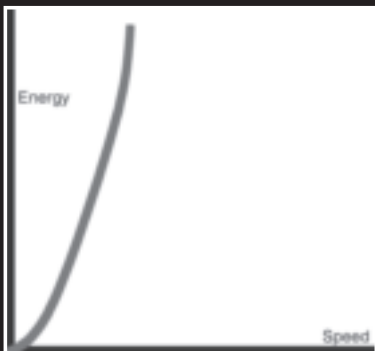
This energy increases exponentially with the speed of the vehicle, so if you double the vehicle's speed, the energy quadruples, if you triple it, the energy gets multiplied by 9 and so forth.

Take a look at how the graph looks.

The kinetic energy lost by the moving part is usually translated to heat by friction.

The kinetic energy increases with the mass of the vehicle (m) and with the square of the velocity ($E = m \times v^2$). This means that as the speed (v) of the vehicle doubles, it has 4 times more energy and the brakes must therefore dissipate four times as much energy to stop, therefore using 4 times more distance.

This is perfectly illustrated in this Bob Chapman photo of Flying Lizard's No. 45 at the 12 Hours of Sebring from a couple of years ago. Notice how the front rotors start to glow red at the end of the long straights. The racecar's kinetic energy is being transformed into thermal energy (heat) that can actually be seen.



Porsche Brakes are legendary!

To put it into context: The Special Edition Boxster RS 60 with 303 HP can accelerate from 0-60 mph in 5.0 seconds (that's quite a feat)... yet it can decelerate from 60-0 mph in 3.4 seconds! (that's a greater feat).

Braking Power in a Porsche is several times greater than the power output of its flat-6 engine. Our cars now come with standard four-piston-monoblock-aluminum-fixed-calipers front and rear and cross-drilled and vented discs (also called rotors).

As far as brakes go, it doesn't get much better than that, unless... you dish out another \$9,000 and get the same brakes that the Carrera GT came with: PCCB (Porsche Ceramic Composite Brakes).

Porsche Brakes Misconception

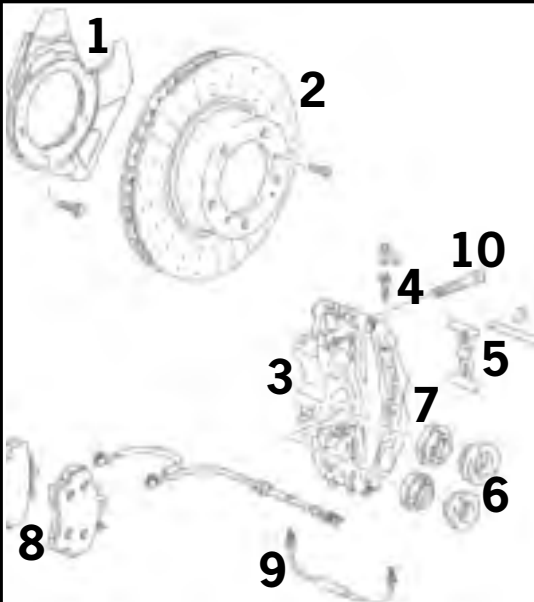
All Porsches come with Brembo Brakes.

You can't imagine how many times people, even Porsche owners, who look at my wheels, have said: "You've upgraded your brakes!... You installed Brembos". That couldn't be further from the truth. ALL modern Porsches come with factory Brembo brakes. If you don't believe me, go look at your calipers.

Let's get a little deeper into the brakes now. This illustration isolates the Braking System in our cars, showing all the braking components involved.

You can see that at each corner you have a set of calipers with pads hovering over the disc and they are all connected through a system of mostly hard and some flexible lines to a pump that gets actuated by the brake pedal.



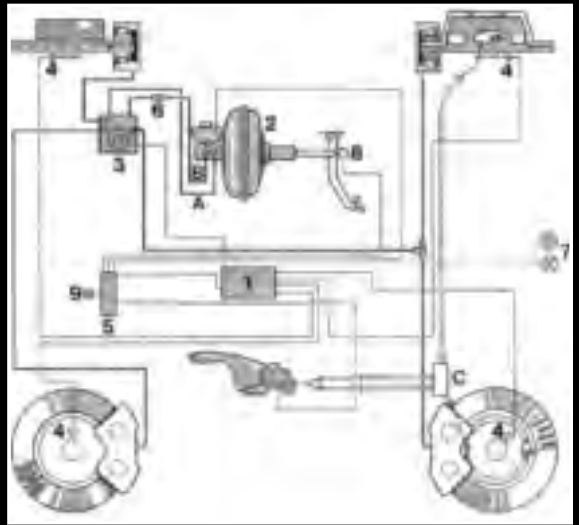


- 1- Backing plate
- 2- Rotor (cross-drilled)
- 3- Caliper (4 piston)
- 4- Retainer and pin
- 5- Spring
- 6- Dust seals
- 7- Sensors
- 8- Pads
- 9- Lower Caliper tube
- 10- Caliper bolt

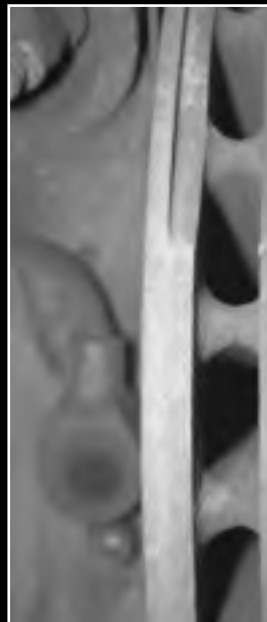
The ABS (or Anti-Locking Brake System), which all of our cars also have, is a secondary system, which operates in tandem with the Brake System. It's basically a safety feature in modern cars that doesn't allow any one of the tires to lock up under heavy or panic braking.

The illustration at top right, shows the components of the braking system; There's the:

- 1- ABS Control Unit, which monitors each wheel's speed compared to the other three.
- 2- Brake Unit, which is made up of the Brake Booster and Master Cylinder
- 3- ABS Hydraulic Unit
- 4- ABS Speed Sensors, one in each corner, which sample each of the wheels' individual speed and sends the information to the Central Information System
- 5- Central Information System
- 6- Brake Proportioning Valve
- 7- Brake Lights
- 8- Brake Light Switch
- 9- ABS Warning Light
- 1- ABS control unit



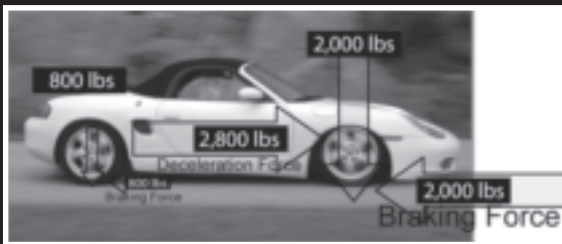
As we explained before, a great amount of heat is generated when stopping the car. Because of that, the rotors are internally ventilated, forcing cool air through the inside of the rotors as they rotate. The cars also have cooling ducts to direct oncoming air directly to the front brakes, which generate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



And why, you may ask yourself, do the fronts wear out faster than the rears? The answer is, because of the ever-present weight transfer phenomenon. Let's assume we have a 2800 lb Boxster with a 50/50 weight distribution. >



- > Note that when the vehicle is coasting, or at rest, there are no horizontal left or right arrows acting on the car. All forces are acting in a vertical direction.



But what happens to a vehicle when we start applying the brakes? During braking, weight is transferred from the rear axle to the front axle. You can certainly feel this effect as your body and everything loose in the car goes forward.

This is also called deceleration and can be represented in the formula: $F = ma$

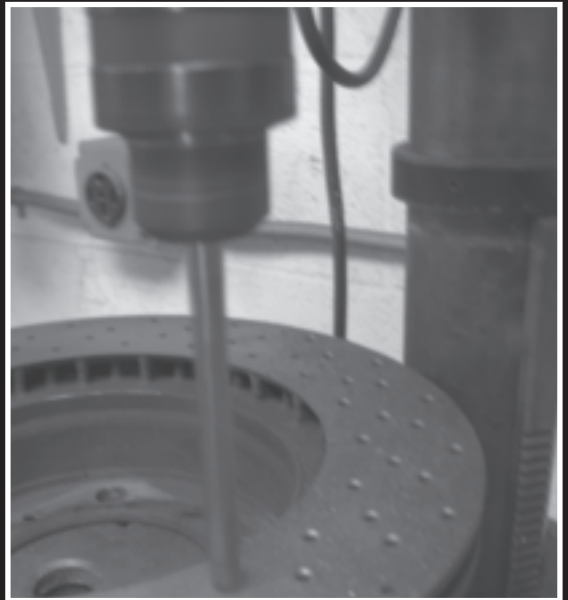
Where “F” represents the forces acting at the contact patches, “m” represents the mass of the vehicle, and “a” represents the acceleration (or deceleration) of the car.

At this point, a braking system designed for a perfect 50/50 weight distribution would apply too much braking to the rear axle, causing the rears to lock before getting as much work as possible out of them, therefore the manufacturer has to induce brake bias, meaning that the front brakes clamp down with more force than the rears.

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 surfaces of the pads and the rotors. These gasses are generated by the application of the brakes when the great heat generated tends to sublimate 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 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.

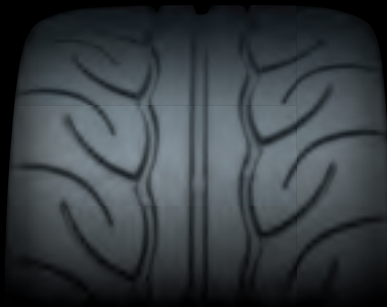
Some people prefer slotted rotors which allow for gas and water to escape, but don't crack as the cross-drilled rotors do.



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

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THE AMERICAN LE MANS
SERIES AT MOSPORT

PORSCHE BACK IN THE LEAD WITH DOUBLE WIN

*Report, courtesy of Porsche AG;
Photographs by Eshel Zweig, UCR Photo Editor*

provinz F E A T U R E



The American Le Mans Series race on Canada's Mosport circuit ended with an emphatic double victory for Porsche. On the demanding circuit close to Toronto, Porsche works driver Romain Dumas (France) and Klaus Graf (Germany) clinched the second overall victory this season at the wheel of the Porsche RS Spyder. In the strongly represented GT class, victory also went to the sports car manufacturer from Zuffenhausen: Porsche factory pilots Joerg Bergmeister (Germany) and Patrick Long (USA) celebrated their fourth win this year with the Porsche 911 GT3 RSR to extend their points lead heading to the Road Atlanta final on October 2nd. At the same time, Porsche once again reclaimed the top spot of the manufacturers' classification.

One week ago in Elkhart Lake, Klaus Graf had missed out on overall victory by just one second. In Mosport, he planted the RS Spyder on pole position and, with his teammate Romain Dumas, secured the second overall win this season after Lime Rock for the Muscle Milk Team Cytosport squad. The winning racer from Weissach maintained the lead from start to finish, and never even relinquished it during pit stops and driver changes. After a good two hours of racing, the RS Spyder was leading by almost one-lap, when a safety car was deployed due to a barrier being ripped from its bolts in an accident. Only then could the pursuers catch up. Shortly afterwards, the race was red-flagged. Workmen had tried in vain to repair the guard railing for an hour, before the race organiser decided to cancel the event. ➤



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> "What a great day. Our pace was good over the whole weekend, but we still tried to find the best set-up. Once we found it, the RS Spyder ran with incredible perfection," said Klaus Graf. "The entire crew was extremely well prepared for this race. This became very clear when we almost lapped the second-placed Honda. Having Romain Dumas, one of the world's best race drivers, as a teammate was a huge pleasure." The Frenchman also enjoyed his comeback to the American Le Mans Series. "In the first five laps, I pulled clear by ten seconds, then I got word from the pits to conserve fuel and tyres," he said. "Driving the Porsche RS Spyder at the head of the field in Mosport – for a race driver it doesn't get better than that."

In the fiercely-contested GT class, Joerg Bergmeister and Patrick Long are close to successfully defending their title. After claiming their fourth win of the season with Flying Lizard Motorsports' Porsche 911 GT3 RSR, they travel to the final round of the season holding a comfortable points margin. Right from the green flag in Mosport, Patrick Long was the dominating force over strong opposition from Ferrari, BMW and Chevrolet. He handed the successful racer to Joerg Bergmeister after an hour, who then rejoined the race action in second. It didn't take long for Bergmeister to regain the lead, which he proceeded to defend against heavy attacks to the flag.



"Having a 22-point advantage is a great buffer and it makes us feel very confident for the final at Road Atlanta. After this victory, we feel we could even win the championship," said Joerg Bergmeister, who now has four Mosport victories to his credit. Patrick Long is also confident heading to the last race of the year: "By now we've had an amazing season. We simply have the speed and strategy. This win is the best motivation heading to Road Atlanta. But until then, we have plenty to do. After all, we don't just want to win the title again for us, but also to contribute to Porsche winning the manufacturers' classification."

In the cockpit of the Porsche 911 GT3 RSR fielded by Team Falken Tire, Porsche works driver Wolf Henzler (Germany) and Bryan Sellers (USA) secured seventh place. Americans Darren Law and Seth Neiman saw the flag with the second 911 GT3 RSR of Flying Lizard Motorsports in ninth.

The 9th and final round of the American Le Mans Series takes place on October 2nd on the Road Atlanta race track in Braselton, Georgia. >





New Cayenne fashions for new models.

2011 Porsche Design Driver's Selection.

The all-new Porsche Cayenne has arrived in Canada. Featuring four power units – including a supercharged hybrid – the 2011 Cayenne has been completely restyled. Also new for 2011 is the Cayenne line of clothing and accessories. Quality leather jackets, technical sportswear and elegant women's clothing exemplify the performance, environmental and design qualities of the new Cayenne. Visit your Porsche Centre for the complete catalogue and to place your order.



PORSCHE



Statistics:

8th of 9 rounds of the American
Le Mans Series in Mosport, Canada

Race result

1. Dumas/Graf (F/D), Porsche RS Spyder (LMP), 98 laps
2. Brabham/Pagenaud (AUS/ F/), Honda ARX-01c (LMP), 98
3. Mowlem/Burgess/Willman (GB/CAN/USA), Lola B06
10 Judd (LMP) 97

Result - GT class

1. Bergmeister/Long (D/USA), Porsche 911 GT3 RSR, 91 laps
2. Vilander/Bruni (SF/I), Ferrari 430 GT, 91
3. Auberlen/Millner (USA/USA), BMW E92 M3, 91
4. Magnussen/O'Connell (DK/USA), Chevrolet Corvette, 91
5. Beretta/Gavin (MC/GB), Chevrolet Corvette, 91
6. van Overbeek/Sharp (USA/USA), Ferrari 430 GT, 90
7. Henzler/Sellers (D/USA), Porsche 911 GT3 RSR, 90
9. Law/Neiman (USA/USA), Porsche 911 GT3 RSR, 89

Points standings - GT class Drivers

1. Jörg Bergmeister, Patrick Long, Porsche, 139 points
2. Gianmaria Bruni, Ferrari, 117
3. Bill Auberlen, Tommy Millner, BMW, 105
4. Jaime Melo, Ferrari, 101
Dirk Müller, Joey Hand, BMW, 101
5. Olivier Beretta, Oliver Gavin, Chevrolet, 78
6. Jan Magnussen, Johnny O'Connell, Chevrolet, 73

Manufacturers

1. Porsche, 139 points
2. BMW, 138
3. Ferrari, 129
4. Chevrolet, 107

Teams

1. Flying Lizard Motorsports, Porsche, 139 points
2. Rahal Letterman Racing, BMW, 138
3. Risi Competizione, Ferrari, 127

Points standings - LMP class Drivers

1. David Brabham, Simon Pagenaud, Honda, 152 points
2. Klaus Graf, Porsche, 136
3. Chris Dyson, Lola, 98
4. Guy Smith, Lola, 92
5. Jonny Cocker, Lola, 84
6. Greg Pickett, Porsche, 79

Manufacturers

1. Honda, 152 points
2. Porsche, 136
3. Mazda, 98

Teams

1. Highcroft Racing, Honda, 152 points
2. Muscle Milk Team Cytosport, Porsche, 136
3. Dyson Racing Team, Lola, 98



> Facts and Figures

This is the American Le Mans Series


The American Le Mans Series (ALMS) was created in 1999 for sports prototypes and GT vehicles. The regulations correspond to those of the Le Mans 24-hour race. Nine races in the USA and Canada make up this year's calendar. Traditional highlights are the Sebring 12-hour race and the 1,000-mile "Petit Le Mans" at Road Atlanta.

Sports prototypes and standard sports cars make up the starter field:
These are divided into four classes:

LMP class: In this category, sports prototypes from the former LMP1 and LMP2 classes are classified together. The difference in performance is intended to be offset as much as possible (e.g. via restriction adjustments). The Porsche RS Spyder competes in this class.

GT class: Contesting this class (formerly GT2) are slightly modified standard sports cars with 440 to 460 hp and a minimum weight of 1,125 – 1,325 kilograms (e.g. Porsche 911 GT3 RSR).

LMP C class: This newly created class is a prototype brand trophy series for the ORECA FLM 09. GTC class: Replacing the ALMS Challenge, this class is open for various model years of the Porsche 911 GT3 Cup.

All racecars start together but are classified separately. This ensures racing that is exciting and constantly changing. Points are awarded only for placing in each class. 





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Medi

The peculiar Zen of race car driving

BY TIMOTHY TAYLOR; Photos of the 2010 Porsche 911 GT3,
courtesy of Porsche AG press archives



tation

at 7,500 RPM >

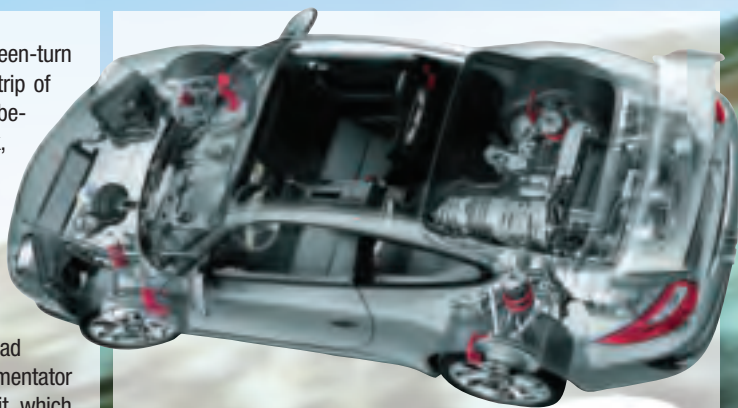
> **T**he racetrack I'm driving is a five-kilometre, eighteen-turn road course. Looked at another way, it's just a strip of pavement that covers some arbitrary geography before ending up exactly where it started. That's why, I think, friends tend to roll their eyes about my fixation with auto racing, yet wax philosophical about their own interest in baseball or golf or tennis. It's just epically pointless, they feel, to go around and around and around like that, burning up tires and brakes and all that fossil fuel. I don't argue. Even enthusiasts occasionally reinforce this impression of motor sports as blindingly banal. "The lead car is absolutely unique," the famed Formula One commentator Murray Walker once noted, "except for the one behind it, which is identical."

Maybe. But only for the spectator and never the driver. Most people would assume I'm referring to the adrenalin, the thrill. And it is true that a Porsche GT3 — which is what I had the pleasure of racing recently on the track described above — does indeed go astonishingly fast. Three hundred kilometres an hour fast. Zero to 100 in 4.1 seconds. You can give yourself a G-force-induced sore neck in this car quite easily.

But while I like all that well enough, my obsession with racing has little to do with adrenalin. It is, instead, more like my obsession with chess — that is, a puzzle and a meditation. And this is perhaps why nobody is writing sonnets about racing. You really have to do it to get it, which is to say, you really have to drive breathtakingly fast to see what an immense ability this activity has to clear the head, to empty the psyche of disturbance, to calm and make one serene.

The puzzle of driving fast is intuitive. A track is a strip of pavement, as noted. It has turns and straight bits. Going fast in a straight line is elementary: you press the gas pedal until it hits the floor, and keep it there as long as possible. Going fast around corners, meanwhile, is a subtler bit of business. It involves finding and following a very specific path within the confines of the track surface, a path known as the racing line — you're trying to drive as straight a line as possible, essentially.

On paper, you could solve this geometry puzzle pretty easily: you're looking for the largest possible radius arc on the available pavement. In practice, it's trickier. Sharp turns in particular have the peculiar feature — if you're not content to drive around them slowly, that is — of requiring that you brake much later than seems like a healthy idea. Why? There's a technical answer here involving trail braking and traction limits, acceleration attributes and opening radius arcs, but the truth is that people who've been around that corner a few hundred times will tell you you're braking too soon. And their lap times prove the point.



But no matter how perfectly you read the line of a particular corner, you will never get around it fast unless you come to understand it as being linked to the corner before, until the whole track knits together in your mind to become a single thing. Where the hairpin sets up the chicane that sets up the sweeping right-hander into the long straight; mess up any one of those and your lap time will suck. Only through lapping can you discover the line and find the courage to drive it, braking and turning later, accelerating harder even to the limits of your tires when they're shrieking and you can smell burnt rubber and feel the car go light on the road like it might just break free and spin off like a Frisbee into the desert.


Which brings us to the meditation. Sustaining a certain bass note of fear, paradoxically, racing also induces one of the finer trances I've ever experienced. This state arises because — golfers take note — you do not struggle to clear your head of other thoughts while racing. You do not waggle in place and wait for the moment.

Midway through a lapping session, at the lip of the envelope, at the threshold limit of your grip on the surface of the earth, as you strain to hold on, to get around, to stay on the one true line, at that moment the only thing you struggle with is remembering your own name. You're most emphatically there.

No doubt about that. You're just far too busy to notice yourself.



The racetrack will remain what it was all along — a five-kilometre, eighteen-turn strip of pavement that covers some arbitrary geography before ending up exactly where it started — but while you're racing, you won't experience it this way. The track will transform under you from circuitous to Ouroborosian. Self-consuming, self-regenerating. A universe of its own. Laced with energy. And yet transcendently calm.

By Timothy Taylor - Reprinted with kind permission from the author; please visit www.timothytaylor.ca for news, articles and new writing. Submitted and arranged for by Gary McCracken, UCR member at Large. 

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Submitted by Laurance Yap, Porsche Cars Canada

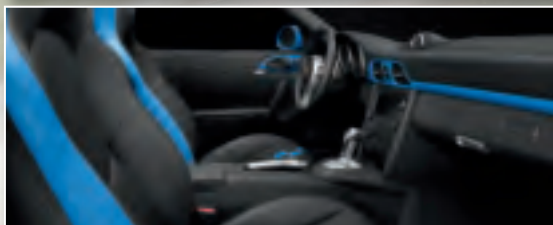
Low-slung, sporty and exceptionally rare, Porsche AG's exclusive new 911 Speedster pays homage to the first Porsche model that bore the name – the 356 Speedster – and matches it with a limited production run of just 356 cars worldwide. The ultra-rare special-edition 911 makes its debut at the Paris Motor Show in early October.

The concept for the new Speedster was developed by Porsche Exclusive, a division devoted to the individual customization of Porsche production cars for customers as well as the creation of limited-run models. In fact, the new 911 Speedster celebrates the 25th anniversary of the department.

Following in the footsteps of the 911 Sport Classic, which was not offered in Canada, the 911 Speedster features almost all optional equipment from the 911 series as standard, along with many unique design features not available on other 911 models. As such, it is the ultimate example of a factory-customized 911, with upgrades to its exterior design, interior trim and performance features.

Markedly different from other 911 models, the Speedster comes exclusively in a two-seater configuration, with a windscreen that is more raked back and also lower by 60 mm. The sporty manual soft top with its flatter contours tucks beneath a new, characteristic double-bubble hard cover, while the rear wheel arches are 44 mm wider. The 911 Speedster also features a unique front apron, specific side skirts and a distinct rear apron. Top up or down, it is distinctive, instantly recognizable and unlike any other 911 model.

A large part of appeal of the 911 Speedster also comes from its meticulously hand-finished interior. Black smooth-finish leather is combined with numerous details to match the exterior of the car. These include decorative designs with chequered-flag patterns in the centre sections of the power-adjustable adaptive sports seats, leather side bolsters in the exterior colour and numerous painted trim pieces, also matched to the exterior colour.




Indeed, the exterior colour, Pure Blue, was developed exclusively for the Speedster, providing an intriguing contrast with the tinted front lights, black headlight rings, black windscreen surround and other black decorative designs. (Upon request, the Speedster is available in Carrara White.)

Under the hood, the 3.8-litre flat-six, fitted with Porsche's Exclusive Powerkit, delivers 408 hp, 23 hp more than a 911 Carrera S. Yet, in line with the Porsche Intelligent Performance development philosophy, it uses no more fuel on the New European Driving Cycle (NEDC). The seven-speed Porsche Doppelkupplungsgetriebe (PDK) transmits power to the rear axle, which is fitted with a standard differential lock. Porsche Active Suspension Management (PASM) and Porsche Ceramic Composite Brakes (PCCB) are also standard.

Exemplary protection for driver and passenger comes standard in the new 911 Speedster. Especially for this open-top model, Porsche engineers further improved the rollover protection system which is standard in all convertible Porsche cars.

The new Speedster is only the fourth model to wear the iconic name. In 1953, the Speedster series was launched with a puristic sports car based on the Porsche 356, which had two sports bucket seats, doors with slide-in plastic side windows, and a shortened, elegantly curved windscreen. In 1988, the first Speedster based on the 911 Carrera celebrated its revival with an added feature: for the first time, the hood compartment lid had the characteristic double bubbles. The last 911 Speedster was available in 1993-1994.

In Canada, just 15 911 Speedsters will be available starting in early 2011, priced at \$245,900. 

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The Muscle Milk Team CytoSport Porsche RS Spyder, driven by Klaus Graf and Romain Dumas, on it's way to an overall win at the ALMS race at Mosport on August 29th; Photograph by Eshel Zweig, UCR Photo Editor.



PORSCHE INTRODUCES EMPHATICALLY SPORTY 408-HP 911 CARRERA GTS

With a power output of 408 hp, enhanced vehicle dynamics and sporty design accents and standard equipment, the new 911 Carrera GTS is the new pinnacle of the Carrera model series. It will make its world premiere at the Paris Motor Show in early October.

An exclusive power upgrade of 23 hp over the 911 Carrera S on which it is based enables the 3.8-litre GTS – available as a coupé and cabriolet – to bridge the gap between the standard Carrera models and the racetrack-oriented 911 GT3. Impressively, the Carrera GTS's additional sportiness comes at no extra environmental cost: following the Porsche Intelligent Performance development philosophy, the sports car consumes no more fuel than the Carrera S in the New European Driving Cycle (NEDC). >

Flagship Carrera model features wide body, additional power, rear-wheel drive

Submitted by Laurance Yap,
Porsche Cars Canada





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> Unique within the Carrera family, the 911 Carrera GTS combines the 44-mm wider body of the all-wheel drive Carrera models with classic rear-wheel drive. It is also visually distinguishable by its SportDesign front apron with black spoiler edge, special black side skirts and a black finishing panel between the rear tailpipes. Centre-locking 19-inch RS Spyder design wheels, painted in high-gloss black with polished lips and 305/30 R 19 rear tires provide an even sportier stance. A final visual flourish is the Carrera GTS logotype on the doors and rear lid; it comes in black or silver, depending on the body colour.




Inside, black is also the dominant colour, with the standard interior featuring black Alcantara on the centre sections of the driver and passenger sport seats. Black Alcantara is also used wherever driver and passenger come into direct contact with the vehicle – like on the rim of the new three-spoke SportDesign steering wheel and on the gear and handbrake levers.

The 3.8-litre flat-six engine delivers its 408 hp thanks to a number of internal changes, not least a special resonance intake manifold in which six vacuum-controlled tuning flaps switch

between power- and torque-optimized geometry (the standard Carrera S engine features only one such flap). Thus, maximum torque is already available at 4,200 rpm, 200 rpm earlier compared with the Carrera S. The extra power is enhanced aurally and visually by a sports exhaust system whose distinctive, hard-edged sound emanates from four tailpipes, finished with black outer shells and polished, nano-coated inner shells.

As a standard, the Carrera GTS has a six-speed manual transmission, with a seven-speed Porsche Doppelkupplungsgetriebe (PDK) available as an option. In comparison with the Carrera S, top speed of the

manual-transmission model rises by four km/h to 306 km/h. In all forms, acceleration from zero to 100 km/h improves by 0.1 seconds, dropping to just 4.2 seconds for a GTS coupé with PDK and Sport Chrono Package Plus.

The extra performance, visual dynamism and standard equipment of the Carrera GTS comes at an attractive price. Starting in early 2010, the Carrera GTS coupé will be available in Canada at a base price of \$124,600, while the Carrera GTS cabriolet will be priced at \$136,100. 



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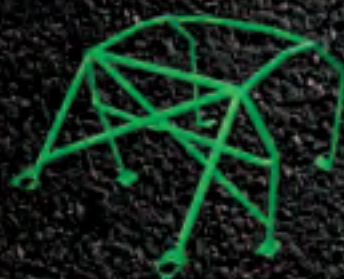
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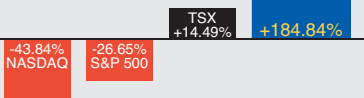
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UCR TECH SERIES

THE TECHNICALITIES OF GETTING FROM STREET TO TRACK: LCMT - A SPIN AND FIVE BLACK FLAGS.

A little remodeling work... Phil & nephew Adam Pietrantonio;
photo by Michael Marcello

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

Last month I had to drop my Shakedown story right in the middle of sailing... well OK, a ferry ride from Hudson to Oka, Quebec, in fact, but enough about that. This is a Porsche Club newsletter after all.

Monday morning at LCMT (Le Circuit Mont-Tremblant) brought torrential downpours. Michael Tambllyn had his hands full just keeping his 2010 GT3 RS, shod with Michelin Sport Cup tires, on the road getting to the track from the Westin Hotel. The PCA Rennsport Region organizers had to close the South Loop, which was flooded and the first wet runs were confined to the North Loop only.

The UCR crew bump-started me to get me to the morning tech-line, as the starter had failed. The idle was still off kilter and I had to throttle a little to keep it from stalling. A short lapse in concentration and it stalled. I pressed the starter button in a vain attempt to restart it but nothing. I was cursing the impending embarrassment of a bump-start in tech line when all of a sudden the engine started to turn over. The starter button, possibly because of the high humidity level had stuck, the starter engaged and the engine fired up. Great, so now it's an intermittent starter problem. To save the guys some potential legwork, I parked on a down slope after tech line, just in case.

The call for staging came over the PA system and the car fired up immediately but with no wipers and the RA-1's worn to semi-slicks, I couldn't get up enough speed to clear the Aquapel-coated windshield, so I parked it. Run number two, also on the short track in wet but not quite torrential conditions, came to an abrupt halt, as I lost traction in corner four. I caught the long wig to the left with counter-lock and throttle but when I finally found some traction the wag was violent and I had to lock'em up, plowing sideways through the grass and sand trap between four and five. I managed to keep it rolling through the last part of the trap and waited on the grass for the "all-clear" from the marshal. On the way back to "attitude adjustment", I kept to the wet line as the track was starting to dry in places and I didn't want to be dropping sand all over the racing line. It was a pretty shaky ride back to the pits. It felt like the car had been knocked terribly out of alignment. The corner 12 marshal "black-flagged" me. Like I didn't know that was coming.

Back in the paddock I spent an hour and a half pulling wheels and cleaning sand out of the wheels and brakes. I must have collected forty to fifty pounds of wet sand in behind the rockers and quarter panels. I endured a fair amount of ripping from the UCR gang and heard more "Nothing runs like a Deere" jokes (the ubiquitous green farm tractor) than I care to remember.

A quick test drive up and down the track access road told me the alignment was still in check, it was just the weight of the sand that threw the car off earlier. So we're having a bad start but time to regroup, get your shit together, focus. The track is drying, so concentrate on some positive past experience, clear the red mist and let's get back out there. >



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➤ During lunch the clouds cleared and the sun appeared, the South Loop drained and we were back to full track. I had regrouped and was rolling at a decent pace when I get black-flagged for the 2nd time – What's wrong now? I pull in to be informed that I registered 96 decibels, three over the allowable noise limit for LCMT. Where the hell was that little tidbit of restrictive information in the track package? I knew the car was loud with those stainless steel Stahl headers, but with no Calabogie trip on the UCR schedule this season, I really hadn't given noise restrictions much thought.

I made a quick trip to the local hardware store, bought a package of course steel wool, a three-inch hose clamp and a roll of picture hanging wire – unfortunately they were out of pre-fabricated, chicken wire. I had to make my own mesh to hold the steel wool inside the three-inch exhaust pipe and secured it all in place with the clamp.

It seemed quieter on rev-up in the paddock but it was pretty comical as well. The steel wool would suck back into the exhaust pipe and disappear when the revs dropped and then slam back into the wire mesh with every blip of the throttle. I wondered just how far up the exhaust the steel wool was going. Last run of the day, two laps in and another black



flag – 94 decibels and I was forced to park it.

Back in the paddock to the amusement of many, half the steel wool was hanging out of the pipe in a raccoon-tail and what remained behind the mesh had melted into a hockey puck, but at least I'd have the entire evening to come up with another solution.

A few consultations in the paddock and with Markus by phone and it was off to Napa Auto Parts for the next unscheduled side trip. I bought a three-inch, ninety-degree elbow with a pipe-clamp to secure it. As the sound-meter marshal was mobile and we didn't know where he might be on the track, the general consensus was to point it straight up as opposed to down where the sound might reverberate off the ground. The forecast for Tuesday morning was sunny with no low-hanging cloud to bounce the sound back, so it seemed logical. Hearing the story of another DE driver's "Super-Trap", coming off and

The "Steel Wool" - Raccoon Tail configuration – Phil Downe ➤

➤ bouncing down the front straight reminded me of last year's horrific accident during qualifying at the Hungarian GP when a spring from Barrichello's car came bouncing down the track and almost killed Ferrari driver Felipe Massa. I cranked that pipe-clamp on really tight.

I needn't have bothered as it turned out. Even short-shifting up through the gears I was black-flagged again on the second lap of my first run Tuesday morning. It registered 95 decibels; louder than the day before.

I begged for one more shot and got it, then headed out again, this time for Canadian Tire. I put more mileage on the tow vehicle that event then I had on the track. Six metal pot scrubbers and a leaf catcher, the large light-blue shaped wire contraption that goes in the rain gutter to prevent leaves and small branches from washing down the rainspout and blocking it. I used the picture hanging wire to secure the pot-scrubbers in place so they wouldn't get sucked back into the exhaust pipe. I decided to reposition the ninety-degree elbow to point down and to the inside of the track. The logic was that on a right-hand circuit with the majority of the marshal stations on the outside of the track the odds were better that I'd be directing the sound away from the decibel meter. This was easier



said then done. Having over-tightened the pipe clamp, I crimped the metal and had to pound the elbow with a dead-blow hammer to get it turned and pointing down and away.

Once again and for the last time, I got the black flag and another comical result. The silver-colored pot scrubbers had turned jet-black and had mushroomed out into what looked like an afro-hairstyle from the seventies. I was done and my last afternoon at LCMT would see no seat time at all.

I felt pretty bad as my twenty-one year old nephew, Adam had come all the way up from Rigaud, Quebec, a two and a half-hour round trip, to catch a spirited ride during the Taste-of-the-Track charity session, which had been scheduled for the end of the day and he was now going to be left hanging.

Luckily, Michael Galarneau from the Rennsport Region was within earshot when I was breaking the bad news to Adam. "Get him a helmet with a visor and he can ride with me." Michael has a 1989 944 Turbo with the roof cut off, (ergo, visors required). It's "caged" and with a few fiberglass and aluminum panels it weights in at 2,650 lbs and puts out 257 bhp, fast enough to match the GT3's. You think we could find an XL Helmet with a visor? Note to self: ➤






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> Always pack the visor! Luckily, Bergj Laleyan (Green 2008 GT3 RS) had an XL helmet with a visor that was stowed away in his trailer somewhere so, a little routing around, and Adam was soon strapped in and on his way to becoming a future PCA member.

Now with LCMT turning out to be a major disappointment and an expensive one at that, I couldn't risk the three-day, NNJR/UCR DE event at Mosport coming up in two days. I didn't have to worry about noise restrictions as Mosport hasn't any, but I still had to sort out the starter and electrical gremlins and Markus' shop in Kingston was on the way home to Toronto. As a rule this wouldn't be a problem. I'd just check into the Days Inn in Kingston and sort it all out with Markus in the morning, but as you'll recall from where we left off last month, I had Vika with me.

"Honey, how would you like to go for a nice long drive in a brand new 2010 GT3 RS?" I asked Vika by cell phone just as she was heading into the local Spa. Great! Michael Tamblyn will pick you up at the Spa at three. He was passing on the last run of the day, hoping for some family-time that evening and offered to drive Vika back home to Toronto so I could get the car issues worked out in Kingston.

Wednesday morning we started trouble-shooting the circuits. Replacing the starter was a given but it hadn't arrived and yet there was another Gremlin lurking about that wasn't starter-related. We traced it to the Battery Master Disconnect Switch, which was suspect, due to a previous failure. I was using the externally mounted, marshal's, emergency "Kill-Switch" regularly when the car was sitting idle to prevent parasitic-bleed and apparently they aren't very sturdy. It's a cheap plastic, Taiwan-made, key-type, on/off switch. As the name implies, this switch cuts all power from the battery to the wiring harness, effectively the entire car. It's installed under the hood and has a 2nd remote access operating location from outside the car, in case the driver is incapacitated and a track marshal needs to cut the power.

We figured this 2nd replacement switch was also acting up, possibly due to exposure to moisture and opted instead for a heavy-duty switch inside the car for the day-to-day switching tasks. Luckily we had planned for this during the dash-building phase and had left some room on the centre column. We still needed to replace the original external switch but, as it would now only be used in the event of a track marshal's intervention, the chances of it failing were minimal. In addition, a lightweight plastic cover was fashioned for it to help eliminate the moisture problem from water running down the windshield.

The day was half gone and we had little else to do while we were waiting for the courier and the new starter, so we pulled the scales off the shelf and weighed the car. I was curious after hearing that Galarneau's 944 Turbo weighed in at 2,650 lbs. We hadn't bothered corner-balancing my car since the engine rebuild because we were still planning on upgrading to 16-inch wheels, with sevens on the front and eights on the rear. Still it was fairly well balanced just the same and the total weight was 2,456 lbs. Having arrived at LCMT with a full 83-litre tank (131 lbs.), and burning approximately

nine litres during six quick sessions between run-up to black flag, I figured we still had 116 lbs of fuel on board for a total net dry-weight of 2,340 lbs.

The starter finally arrived and we bolted it on to complete the work for the day. Hopefully that's it for the shakedown. There's still the idle-control concern and I won't be able to run at any noise-restricted tracks until we address that problem, but we'll tackle those issues after Mosport. See you soon.

Cheers ☸



The "Viagra" exhaust configuration (cell phone photo, low rez - Credit: Michael Marcello)

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2010 FUN RUNS



David Forbes
UCR Fun Run Chair

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Anne and I would like to take this opportunity to thank all the members of the UCR Porsche Club for a fantastic Fun Run season. Needless to say, every event was such an enjoyable experience of meeting interesting and fun-loving people. We had the pleasure of attending Driver's Ed, where the classroom expertise of experienced driver Steven Goodbody was shared, and the track practice an unforgettable "rush", thanks to the dedication and passion of members like Richard Bain. Our attendance at the Club Race was a life-time memory, captured by some great photos and friendship moments shared with our Club President Martin Tekela, and special thanks to Hazel, and John and Rosemary Adam. John's willingness to share what goes on in the "Tower" was a rare peek into the intense focus required by many volunteers to make these Porsche events take flight!

The wine tasting events and the Fun Runs were well organized and attended, and many of our regulars were simply thrilled to pick up the conversations right where they were left from the previous Runs... keeping in touch with each other has become the friendship norm, and we are proud to be part of a Porsche Club that boasts such high standards of performance and participation as we grow together as one of the best Clubs in North America. Our sincere thanks goes out to Laurel Ward, Kye Wankum, Ken Jensen, Dave Osborne and so many more, without whose many hours of dedication our Club could not function at the level that it does.

As we close our year with a couple of wonderful final events, we look forward to having some new Fun Run hosts and participants for next year's line up, and I would be more than happy to assist you with any and all planning to make it happen. Remember, it's easy to host a Fun Run... just pick your favorite route that includes some great roads and beautiful vistas, a great place to eat, invite a few cars, and start your engines, and let the Porsches do the rest! We consider that a "win, win" in this journey we call life. Enjoy! 🏁

	Date in 2010	Fun Run Area	Hosted By	Contact Info	RSVD
15	July 31/August 1				
16	August 8	Niagara on the Lake Wine Tour	Bill van Vliet & John Adam	johnqadam@rogers.com	✓
17	August 15	Collingwood	Lewtas, Milton & de Burgh	donald@donlewtas.net	✓
18	August 18/19				
19	August 28/29				
20	September 4/5				
21	September 11/12				
22	September 18/19				
23	September 25	Muskoka Fall Fun Run	David Forbes & Anne Cooper	david.forbes@nbpcd.com	
24	October 1-3	Multi-Event Weekend	Andy Wright & Ian John	andy.wrightandfamily@sympatico.ca	
25	October 9/10				
26	October 16/17				
27	October 23/24				
27	October 30/31				

Driver's Dream

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

It's a good story...

You know how truth is stranger than fiction? Well, I can tell you how you relate Mona Lisa and Steve McQueen.

Both knew more than they were telling. Sure - just look at their faces...mysterious gazes... a certain coolness and aloofness about both of them... makes you wonder what they were not telling.

Here are a few stories that can be told with certainty...



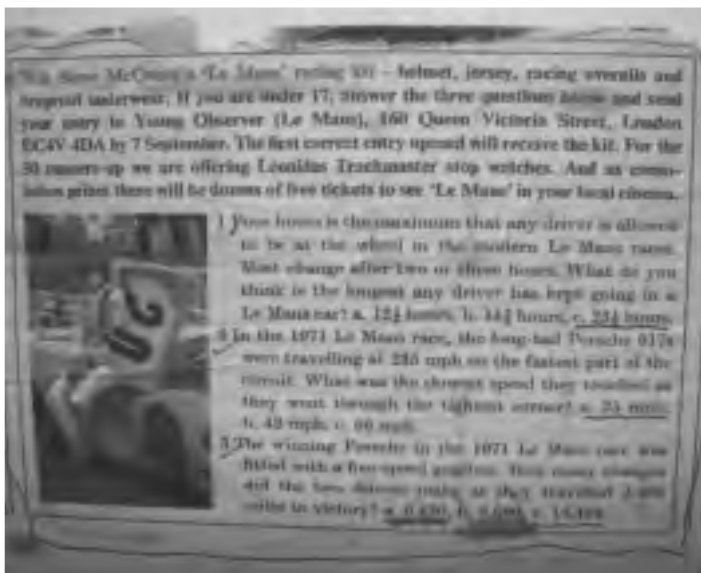
Take, for example, Mona Lisa, who was immortalized by Leonardo DaVinci. After endless speculation, it ends up that there was indeed a Mona Lisa Garadini, who was born in Florence. This woman, who was the subject of Leonardo's masterpiece, was born in a back alley in Florence in June of 1479. She lived in a wool artisan's workshop that her father had rented, which today has become

a tourist attraction along with the other three residences she lived in. She apparently had a "strong" connection to DaVinci, and at 16 married a silk merchant and lived in luxury in a part of town that was rampant with streetwalkers and the like... which must have made for an interesting evening's walk. When Mona's husband died, she went to live out the rest of her years in a convent, which is where her remains are believed to be to this day.

Closer to the heart... especially for us Porsche people... is someone with an equally cool, aloof gaze: Steve McQueen. The story I'd like to share with you is about Steve McQueen's "Le Mans" racing kit - helmet, jersey, racing overalls and fireproof underwear. We are familiar with the "Le Mans" movie he made in the early 70's, and his passion for racing. Well, it turns out that af-

ter the movie was made, the Steve McQueen paraphernalia was offered up for a Le Mans-themed contest in England. The contest was geared for children under the age of 17 and involved skill-testing questions about racing. The contest was won by 12 year old Timothy Davies of Wolverhampton, England. Apparently Timothy was a young race nut who had visited a lot of Europe's race tracks including Le Mans. To top off the thrill of winning the contest, the prize was awarded to Timothy by Richard Attwood, who is now Sir Richard Attwood, who had won Le Mans in 1970, raced the Porsche 917 Gulf and had participated in the filming of the movie "Le Mans". >





It's quite a piece of movie and race memorabilia that was significant for Porsche in that they had won the Le Mans race the year before and many times since. This type of collectable is very unique in that its provenance is very clear and well documented. Where Steve McQueen's racing gear goes from here is anyone's guess... perhaps to Jerry Seinfeld who owns one of the movie's Porsche 917 Gulf race cars or ?

Well, time to take it out of gear 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 ☼

Raffaele

> What Timothy had won was the 1971 Steve McQueen Le Mans suit—the original racing suit worn by McQueen while filming the epic movie! It is a two-piece nomex cream-coloured uniform made by Hinchman of Indianapolis. The uniform bears the name 'Michael Delaney', which was the character McQueen played in the film, as well as all of the other pertinent sponsors - Gulf, Heuer, Firestone, and the American Flag. The suit had been donated by Solar Productions/MGM to a British newspaper for the Le Mans themed contest in 1971.

The story of the McQueen collectables doesn't stop there.

Timothy kept the suit. However, about 10 years ago, Morry of the Collectors Studio, 136 Yorkville Avenue, Toronto, tel/fax: 416.975.5442, <http://www.collectorstudio.com>, heard about Timothy's story and contacted him about acquiring his McQueen collection on behalf of a customer. At that time, Timothy still had intentions of keeping his winnings. But in an interesting twist of fate Timothy contacted Morry a few months ago, asking him to take the McQueen collection off his hands. It now resides in Toronto in Morry's shop.

UCR Fun Run BADLANDS

Story by Guenter Gamauf;
Photos by Domenic lafrate

It was a sunny Sunday morning early in July, as the sound of Porsches, arriving for the Fun Run, filled the warming summer air. Soon, the staging area was filled with shiny Porsches and eager, smiling drivers and passengers, who had a little while for introductions and a chance to look over and appreciate each others cars. There was just one wrinkle. Domenic had just received a call to say that our planned lunch stop would be unavailable because of water problems. Participants quickly chimed in and soon an alternative was found. Saved by teamwork, cell phones and GPS's.

We were ready to roll after everyone was registered and armed with maps and instructions. Then came the sound of Porsches firing up, with convertible tops being lowered to let in the bright sunshine. One by one, the cars filed out onto the route.

Drivers, passengers and Porsches all enjoyed the variety of scenic, hilly and twisting roads of the Caledon and Halton areas of Southern Ontario. There's just nothing like seeing a half dozen Porsches in front of you disappearing around a bend because you know your turn is coming next. After all, that's what these cars are designed to do.

After a couple of hours, we made our first pit-stop at a small bakery with tempting treats in Glen Williams.

Then it was off for another short drive, including the winding Forks of The Credit Road. Adding to the thrill was a car making a three point turn, just as we crested a

hill. Thanks goodness for Porsche brakes. I can still see the "deer in the headlights" look in that driver's eyes. Hopefully, for everyone's sake, he'll choose a better location for such a maneuver next time. >



> Then, it was just a short, uneventful drive later that we reached Ontario's Badlands with its unique topography.

Having finished exploring the area, our stomachs reminded us that we were not far from our newly planned lunch stop. So the cars headed off toward Georgetown. Here we had an opportunity to mix and mingle, catch up on news with old friends, and make some new ones.

Finally, it was time to start winding our way back along more twisted, hilly roads to our destination just south of Guelph. Arriving at our destination, our hosts handed goodies to all the participants as, one by one, the Porsches headed back to their homes. What a great way to end such a terrific day.

Thanks, Domenic and Mary for organizing a terrific day. 🍷



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TRACK TALK



Dave Osborne
Track Chair

Have you ever found a spider in your bath tub? It happens occasionally. They can be brought into the house on firewood, bunches of bananas, cars parked indoors for the winter or just wander under a loose fitting shop door. The little buggers roam around in the night and eventually find their way into the tub. That's where evolution deserts them. Evolution is an amazing thing. It's allowed the simple spider to develop strong pinchers, long legs to climb over stuff, while allowing them to bend them into the smallest places, and given them vibration sensors to find their food. They've evolved their ability to create intricate webs to trap their prey and to survive in places with little or lots of water. This evolution took thousands of years before the modern bath tub was even invented. Maybe in another thousand years the spider will find a bath tub escape mechanism, but until then, they run around the perimeter all night and then it's down the drain they go.

Porsche has a much higher rate of evolution than the hapless spider. In the last 40 years they have evolved from a little tub of a car, the 356, to the futuristic 918 Spyder Hybrid Prototype. Along the way they have been air cooled, water cooled, turbo charged, driven by all four wheels and had their engines mounted everywhere. Porsche has built ultra light race cars, a powerful SUV, farm tractors and a luxury four door sport sedan. They have responded with amazing speed to markets, economies, government regulations and the motor sport governing bodies that change the rules every time

someone wins. The so-called "Porsche purists" who believe that all Porsche cars should be rear-engined and air-cooled are just plain wrong. Each and every one of these amazing vehicles will stand the test of time. My example is now 24 years old and looks as modern as any new car. Porsche, as a family and as a company, knew the secret of evolution. Either move ahead with new innovations quickly, or one day evolution will get ahead of them and everything will go down the drain.

In years past, September was our last event. We admired the fall colors, drove the last event and started to prepare for the worst season of the year: that's storage season. Not anymore. Your Track Team offers you the opportunity to take advantage of all that Global Warming and enjoy October as it was meant to be. Driving on the track with a hundred of your closest friends. On October 16th & 17th, we offer you Oktoberfest. This Driver Education event has quickly become one of my favorites, with brisk morning air making gobs of horsepower, followed by warm sunshine on your face and loads of tire grip in the afternoons. We share the track with other German marques like BMW, Audi and the occasional Mercedes. It's fun to drive with other cars once in a while!

This isn't just a "winding it down" event either. With the enthusiastic students from the Shannonville IDS course signing up in droves, Oktoberfest should be a student's dream. Comfortable temperatures, a Lucky Lunch Time Draw, a fantastic German-style dinner put on by Janet Brandt, and some German beverages, make Oktoberfest a large group of friends, enjoying each other's company. Oh yes, we drive our cars too... lol. If this sounds even remotely like fun to you, I'd suggest that you sign up right now. It would be a shame if you spent the winter wishing you hadn't missed it.

With the end of the driving season coming quickly upon us, your Track Team is already busy negotiating track dates for the 2011 season. With our planning meeting only a month away, we want you to know that we're hard at work planning more excitement, more fun and more Driver Education for the next season. Because more is, well... more.

See you all at Oktoberfest,
Dave ☘



Because not everyone drives like you do.

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Jack Boxstrom, on the left, seen hamming it up with Richard Bain, UCR Director

Jack Boxstrom:

A True Renaissance Man

By Richard Bain, UCR Director; Photos by Eshel Zweig

July's Monthly Social at Ciao Bella Ristorante featured an above-capacity crowd, horrid service (one of two servers had quit as the members were arriving), excellent food (as always) when it finally arrived, and Jack Boxstrom as our Guest Speaker.

Jack emigrated with his family to Canada from Sweden in 1951, attended high school in Toronto and, upon graduating from Ontario Art College with a specialty in Art & Design, began his career in the late 1950s with DesignCraft Exhibit & Display Company, where he rose to be its Chief Designer, heading up the teams that produced Canada's Confederation Train, as well as the Canadian Indian Pavilion at Expo '67. In 1972, Jack founded his own company, Omniform Ltd., which that year designed and built the Canadian Football Hall of Fame in Hamilton, Ontario, and during the next three years acquired, redesigned, renovated and sold over 30 Victorian townhouses in Toronto's Cabbagetown area, then a derelict part of town.

Jack then switched careers, taking on representation of music artist Mark Jordan and by becoming the manager of the world's first "punk band", Rough Trade.

Jack was always car crazy. He started racing in the late 1950's with a Morris Minor 1000. He told us it

was so slow, "you could write poetry in it while going up the back straight at Mosport".

In 1979, Jack purchased a racetrack outside of Belleville, Ontario, which he renamed Shannonville Motorsport Park. He told us how it happened. He was a regular competitor at the racetrack and got to know the owner. Ultimately, the owner suggested to Jack that he purchase the racetrack, and they settled on a deal, conditional >



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> on Jack lining up the financing. Jack's thinking was that if he couldn't make a go of the property as a racetrack, the land, about 200 acres, could be sold for farming. However, the land was no good for farming; the topsoil was only six inches deep. In turning down his request for a loan to fund the purchase, Jack's bank, TD, suggested that Jack try the Federal Business Development Bank, a Canada government agency, which specialized in asset-based loans to entrepreneurial endeavors. Jack was directed to the most junior loan officer at Fubdub, as it was affectionately referred to by the cognoscenti. That was his lucky day. The young fellow was an avid motorcycle racer and knew the racetrack well. Jack's loan was approved.

During the next while, Jack's time was spent roaring around Shannonville blissfully with his friends, when he wasn't unplugging the toilets in the Shannonville ladies' washroom. Ultimately, Jack realized that Shannonville was heading for financial disaster. He took matters in hand, tightening operations, curtailing the freebies, and promoting the racetrack. Jack organized RACE Inc. (Road Racing Associates Canada Events) to promote and organize professional motorcycle road racing in Canada. RACE rapidly expanded to become Canada's national motorcycle sanctioning body, with sponsorship from Castrol, Molson and the four major motorcycle manufacturers. In 1985, RACE issued 1200 racing licenses (think of the revenues from that!), ran 12 racing schools, and sanctioned some 42 motorcycle races coast-to-coast. With support from the sponsors, the six-event National Championship RACE series was broadcast on CTV.


In 1989, some ten years after having purchased the racetrack, Jack sold both it and RACE INC and retired – for the first time. He and his long time “crew chief”, wife Kathy, who was with us at Ciao Bella, bought several race cars including a Ferrari 250 SWB and a D-Type Jaguar and hit the Historic Racing Circuit, competing in as many as 20 races annually across North America and even traveling to England twice for the Goodwood Festival of Speed. Jack also tried pro-racing with IMSA's Kelly Challenge for American Muscle Cars and ran the Rolex 24 Hours of Daytona four times.

“One year I was proud of my race results” he is quoted as saying. “I boasted to Kathy, Look here, I got the season's pay-slip from IMSA and we made \$38,000 this year”. “Yes, Fangio”, she replied, “but we spent \$75,000”.

While at OAC, Jack had developed a passion for art. He is an extensive collector of contemporary Canadian Art, with particular interest in the works of artists who studied at OCA, and those who exhibited with Isaacs Gallery in Toronto. Jack has maintained a friendship with Av Isaacs, who owned the Gallery, which continues to this day.

In early 1997, Jack came out of retirement at the request of Rob Myers, founder of RM Auctions, to assist with RM's then recently acquired Monterey Sports Car Auction. What was supposed to be a part time undertaking quickly morphed into a full time career. Jack took a leading role in the Monterey Auctions and, as well, in 1999 established RM's Vintage Motor Cars at Amelia Island. With his vast knowledge of classic cars and vintage racing cars, Jack enjoys a reputation as a leading expert in the collector car world and regularly consigns for RM examples of the world's leading marques. Kathy very ably assists Jack in all of his endeavors at RM Auctions. Her efficiency and knowledge buttress Jack's innate skills and natural talents. The two of them are a formidable and successful team.

Jack told us that auctions have been used to sell goods for thousands of years. The first auction that history records was in Babylonia, around 500 BC, an auction of wives. The prettiest ones were auctioned first, the opposite, Jack said, of today's automobile auctions. Jack said that an auction is, in his opinion, the best way to sell a rare and desirable item. If properly promoted, such an item will often fetch at auction more than it would in a private, negotiated sale. The bidders are all gathered around, both physically and electronically. Excitement runs high. The competitive spirit is in the air. The price reaches your limit. Having come all that way, having gone to all that trouble, why not stretch, just a bit, to get it? If you don't do it right then, the chance will be lost forever. Ultimately, the hammer falls and a new record is set, the seller clearing more than he or she ever would have netted in a negotiated sale.

Part 2 - Next Issue! 

MART

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

96 911 Twin Turbo (993); Black on Black (all original paint), 44k miles, 19" HREs, Aluminum gauges, shifter knob, hand brake, turbo s oil cooler, techart brake ducts, lumbar seats, front protection bar, excellent condition. Adult-owned and driven. Burns no oil, no leaks, no smoke. Last of the air cooled 911s. Zero to sixty in 3.9 secs (Car And Driver). \$75,000. No test pilots. All scheduled service completed. PPI and leak-down welcome. Call Danny 416-893-8983. Watch a video of the car: <http://www.youtube.com/watch?v=hJGm2JhSqwk>

19-inchwheels; Looking for set of 19-inch wheels for 09 Cayenne S. Please contact Munir Dharamshi at Munir@rogers.com

2001 996 C4 (WP0AA29921S62069); excellent condition, Cdn car, no winters, no accidents, no track, only 2 DE's in last three years, no dents or dings, original paint, no rips or tears, everything works 100%, BBS LM 18 inch wheels, Yokohama Advan Sport tires (<10K), short shifter, merge collectors and perf exhaust, H&R RSS coilovers, Hawk pads, SS brake lines, Spec Stage 2 clutch, Xenons, PSM / traction control, power seats, rare Zanzibar Red exterior, grey interior, 6 speed, 97,000km, almost \$15K in upgrades. \$33,900. Please contact Chris at 416-844-6110 or at cncorey@gmail.com.

2000 996 Carrera 2 Coupe; Two owners, 125,000 km. Originally delivered by DFC; I purchased from Pfaff in 2006. Black on black leather. Many options and some upgrades including: PSM, 18" Sport Design Alloys (OEM), Conti Sport Contact 2s; brand new rears, Suspension lowered 1", Dansk exhaust system; stainless headers and factory chrome tips, short shifter kit, sport seats, heated, crested headrests, Xenon headlamps, factory alu-

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minium / chrome package, Rennline drilled aluminium pedals, in-dash CD, trip computer. Full alignment and complete service in May 2010. Car sounds fantastic and runs very strong. Price: \$29,900. Contact: Peter Askew at (647) 991-8422*

2000 Boxster; Zenith blue over grey leather, 2.7 liter, 5-speed, 105,000 km, all options, windscreen, computer, htd seats, imported from VA, 60K mile service done (\$2000), all dealer serviced; this is a great car, will bring to shop of your choice for PPI, within reason, preferably Auguste, as he's the closest. Price: \$16,900. Contact: Ed Borzychowski at (905) 468-4028*

Original 944 Cup Wheels; 1 set of Magnesium 944 Cup, factory race series wheels, 16" diameter, 8 & 9" wide, original equipment from the Turbo Cup series and a must to complete an original car! Very light to reduce rotating mass! Professional Eddy Current Inspection certificate to show NO cracks. Price: \$2,200. Contact: Jean-Pierre Verbunt at (905) 541-5277*

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

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Response Engineering, Whitby
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Kingston, 613 634-0306

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Auguste Automobile Service, St. Catharines
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Eurotune, Caledon Village
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Furtmair Auto Services Inc., Kitchener
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Hunter Motorsports, Mississauga
905 272-5137

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

In the immediate future is the UCR election. It's time that you considered the slate which has been put forward for your consideration. We have some very strong candidates and we need your help to create the 2011 executive line up.

On November 20, just after the election, we will host our Awards Banquet honouring Mark and Angie Herring. They have served us as membership co-chairs for 25 years. At the banquet, we are providing them our public acknowledgement and thanks. Joe Lawrence, President of Porsche Cars Canada will help us to do the honours.

We have a new Porsche dealership in London and we look forward to meeting the folks at the dealership sometime soon. Chris Leavens and Christopher Pfaff are happy to announce that Porsche of London opened on September 7 at 600 Oxford St. W., London. Phone is 519 601 1322. Check it out at www.porshecarslondon.com

The mind tends to wander at this time of year. October will be our last chance for a UCR DE event. It'll be cool but, if the timing is right, the vistas should be beautiful. Winter works projects need to get done and the P-car is always due for some winter works. For those in need, Snell M2010-rated helmets are NOW available for sale. Make sure that you check for the sticker – because we will. SA-rated 2010 helmets will be available at a later date.

Might as well give some thought to the 2011 Parade. Yes, July 31-August 6 is still way off in the future but there is nothing to prevent us from planning ahead. Parade runs from Sunday, July 31 thru Saturday, August 6. From Mississauga, it's 1,600 km to Savannah, GA – not drivable in a single day. To be there in time for Parade registration and the Sunday welcome party, you need to leave home early on Saturday, July 30, and have a lengthy drive the first day and stop overnight around the state line of Virginia and North Carolina. At that point, you have completed 1,045 km and you still have 550 to go. An early start on Sunday morning should have you at your destination by mid-day, at which time you can complete Parade registration and get into your hotel room. On the other hand, you can use your accumulated airline points and fly to Savannah in about 5 hours, with a change of planes en route. Weather conditions will be hot and humid! Highs push the high thirties. The humidity brings a blanket of sticky skin to everyone. Many evenings are punctuated by brief thunderstorms that only drop the thermometer by about ten degrees.

Put Parade on your new 2011 calendar. Watch Pano for registration details. Porsche Escape 2011 is at Flagstaff, AZ. A bit far to go for the weekend! Maybe in 2012 at Lake Placid.

Plenty to think about for 2011. 🌀



BOARD MEETING

Minutes for September 7, 2010 - Submitted by John Van Atter, UCR Secretary

Held at: The Musket Restaurant

Attending: John Adam, Richard Bain, Del Bruce, Phil Downe, Danny Kroll, Mario Marrello, Patrick Michaud, Otto Mittelstaedt, Tomiko Murk, Richard Roell, Martin Tekela, Kye Wankum, Jeff White, Andy Wright, and John Van Atter.

Regrets: Laurel Ward

Meeting Open: 6:55 PM

John Van Atter

Review and approval of June minutes Moved by Phil Downe, seconded by Patrick Michaud and carried unanimously.

Andy Wright

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

Registration shaping up well, 18 registrations (36 people) with 2 more potentially (4 people), and more to come, with one month to go.

- There are 16 rooms booked to date and no obligation to the Club for any unsold rooms due to strong hotel demand.

John Adam

The November Awards Gala:

- A special invitation is being mailed out to long-term members who will be recognized at the banquet.
- John Adam moved that we have "An enthusiast of the Decade Award" Seconded by John Van Atter – passed unanimously.

Richard Bain

Upcoming Monthly Socials:

- As he has been requested to, Richard will book the venues for the first two months of 2011, although he will not be a Director next year.
- It was suggested that Richard also book a venue for March, and he said that he would.
- It has been decided that there will be no Social in December.
- The Mimico Cruising Club is open from April to November and sounds very interesting as a semi-permanent location for next year.

Goodie Store report: Richard noted that on September 1, he had emailed to the Board members a financial report of the Operations of the Goodie Store at the 2010 NNJR/UCR DE.

- He asked that the Report be taken as read and the meeting concurred. The report shows sales of UCR merchandise of \$642.48 and a net profit on that of \$199.53, and commissions of \$191.74, for net income of \$391.27. Net receipts were \$817.22.
- We continue to sell down our inventory, the book value of which after the event was \$10, 727.50.

Del Bruce

- 65 participants attended Shannonville DE event and 22 people attended the IDS

- Update on September 25/26: 107 registered; and October: 78 registered; total of registrants is up 5.5% over 2009.
- 2010 dates are still up in the air.

Phil Downe & Kye Wankum

Provinz:

- The September 2010 issue marks the 4th colour and size upgrade in the past thirteen months. From 8 colour pages out of 48 total, to a full 32 pages of colour in a 64-page newsletter.
- Increased advertising revenue has put the UCR Newsletter in a strong financial position with the PCA National Membership fee rebate expected to easily cover the difference between advertising revenue and the production and mailing expenses.
- We printed the latest batch of 8,500 Provinz envelopes with the 2010 UCR achievements highlighted in the lower right-hand corner:
 - 2nd place PCA National Website Competition
 - 3rd place PCA National Newsletter Competition
 - Leading the PCA Membership Growth Competition
- The detailed 2010 3rd Quarter financial results have been provided to the Board and are summarized in the following table:

PROVINZ - 3rd Quarter 2010 YTD Financial Results:

	Sept. 30, 2009	Sept. 30, 2010	% Change
Advertising Revenue	\$31,418.44	\$56,153.00	+79%
Prod./Mail Expenses	\$62,106.12	\$75,082.45	+21%
9-Month P&L	-\$30,687.68	-\$18,929.45	-38%

- The Provinz team thanks the Webmaster for his assistance in raising the profile of Provinz magazine and helping Provinz attract and retain advertisers.
- The Provinz team is actively looking for an Assistant Editor with the appropriate skill sets to assist Kye Wankum with the increased workload.
- Paul Ip has volunteered to assist the Provinz team by sourcing technical articles from advertisers and other third parties. Early results are very positive.

Member Recruitment Postcards

- The Q4, 2010 – Member Recruitment Postcards are in the pre-production phase and will be distributed with the October issue of Provinz.
- Thirty (30) acrylic table-top postcard holders are in production and will be distributed to every Porsche Dealership, service centre and Porsche-related products advertiser in Provinz.
- Costs are expected at \$13.73 each, (\$411.88) plus shipping.
- Phil asks every director to assist in the distribution of these postcard holders to keep mailing costs in check and to continue to encourage the use of these cards to promote UCR membership growth. >

> Advertising

- Provinz welcomes three new advertisers this month, Aspen Wood Floors, OnWall Solutions and Via Trailers.
- September 2010 also marks an all-time high in Provinz monthly advertising revenue at \$7,429.20.

Yorkville Exotic Car Show:

- Phil Downe circulated a public relations binder with the TV, radio, print and on-line coverage details for the Yorkville Exotic Car Show.
- The Yorkville Exotic Car Show financial report will be tabled at the next BoD meeting.

Danny Kroll

Rally September 18th:

- 24 cars have been registered with another 6 potentials still deciding. Last year most registered in the last week. We will probably cap it at 30 cars.

Eshel Zweig's Argo Day:

- Approximately 20 people have requested tickets, the Argos need a minimum of 30 people and a deposit from us; it was decided that if we can get 30 people to commit, the event will go. This will be decided in the next 3 days.
- Danny has been able to confirm 21 people so far and has been unable to confirm another 12.

Mario Marrello

UCR Advertising Policy Guidelines it was agreed that Otto, Kye, Jeff, Mario and Phil get together and clarify the current ambiguity around commercial advertisers and classified ads.

Patrick Michaud

Nominating Committee: a message was published in the August Provinz asking for any nominations and that they be forwarded to Patrick. Names have been put forward and the committee will meet next week to finalize the nominations and submit a ballot to the webmaster for online voting and for distribution to members for voting at the November social.

Tomiko Murk

2010 YTD Financial report

- Our financial situation is good with all items up to date.
- The excellent club race results were reviewed earlier by the Club Race Chair, and were consistent with event records.
- The club race shows a profit this year.
- John Adam mentioned that the layout of the report was excellent.
- Martin Tekela mentioned that the Provinz numbers are excellent.
- Richard Bain stated that the 2009 loss of Provinz was an anomaly, and that currently the annualized monthly loss of the Provinz operations is consistent with years prior to 2009, and is excellent considering that the quality of the magazine, is also excellent.
- Tomiko will be out of the country for 6 months Martin will attempt to get a stand in for the period Tomiko is away.

Otto Mittelstaedt

- Jeff White asked whose name the website is registered in – The pcaucr.org domain name is currently registered to Otto. When Otto retires, it will be transferred to the next webmaster.
- Mario Marrello currently has front-end access to the website content.
- The content of the website is the property of UCR.
- The website software is based on a freeware package, but has been modified by Otto. These modifications are his intellectual property.
- When Otto retires, it will be easier for the new webmaster to port the content to a fresh copy of the freeware than undertake to maintain the current software.

Richard Roell

Kye has agreed to do the concours next year.

Martin Tekela

Per Wayne Spiegleberg: The Club Race:

- Showed a profit this year, reversing last year's loss.
- Mike Edmonds has offered to step up and replace Wayne as Chair.
- Ken Jensen has said he will not be returning as Registrar and we will need someone to replace him. (It is vital to find someone as the Chair cannot handle both positions.) Special thanks to Ken for all his help and support over the last 2 years while Wayne was Chair.
- Next year's race has been confirmed by Myles Brandt, GM at Mosport, that it will again be on the Aug. 1st long weekend, despite rumors that the ALMS was moving their event to our traditional weekend. Myles has confirmed that the ALMS race is moving to July 22/24.

Membership: Continues to grow with 26 new primary members and 12 affiliate members in the month of August 2010. UCR now has 1,622 primary members and 1097 affiliate members for a grand total of 2,719.

Discussion of Guidelines for volunteers and elected Directors:

- Martin formally requested that each director email him with two suggestions or insights as to behavioral guidelines for UCR volunteers.
- These suggestions will be tabled anonymously at the next meeting in October.

New Business

Red Cross: there will be a cheque for approximately \$1,700.00 presented to the Red Cross at the Mimico Social, from the Concours.

Next meeting will be held at The Musket October 5th

Meeting adjourned at 9:15 PM 

CONTACTS



EXECUTIVE

President
Martin Tekela

Vice-President
Mario Marrello

Past President
Patrick Michaud

Secretary
John Van Atter

Treasurer
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Danny Kroll

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Stephen Goodbody

Appraisals
Bruce Farrow

Autocross
Mario Marrello

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John Q. Adam

Club Racing
Wayne Spiegelberg

Concours
Co-Chairs:
Marc Plouffe

Richard Shepard

Fun Runs
David Forbes

Goodie Store
Andy Hunt / Nautical White

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