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



September 2010

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The 25,000th Panamera rolls off the line in Leipzig,
Germany in August 2010; photograph, courtesy of Porsche AG

PRESIDENT'S MESSAGE



Martin Tekela
UCR President

It's hard to believe that summer is nearly over. We've endured quite a few hot and humid days this season and I'm sure many of you are looking forward to some cooler fall weather.


The 2010 PCA Can Am Club Race weekend last month was a great success. We had 98 club racers and 35 advanced DE registrants, up about 20% from last year's levels. The weather was dry, sunny and fortunately, without too much humidity. The feedback we heard about the event was very positive and the food at the banquet exceeded expectations. I'd like to thank all the volunteers who made this weekend the success that it was. Event Chair Wayne Spiegelberg and Registrar Ken Jensen led a strong team that included John & Rosemary Adam, Keith Anderson, Mike Edmonds, David Langton, Tim O'Brien, Dave Osborne, Andy Pugi, Laurel Ward, Jack Webb, Andy Wright, and many others. I've been informed that this will be Wayne and Ken's last Club Race and that Mike Edmonds has agreed to assume the role of Event Chair for 2011. Please contact Mike, or Wayne or Ken (who'll be acting as consultants for next year's race) if you'd like to volunteer to join the 2011 PCA/UCR Club Race Team.

I'd also like to draw your attention to the Third Place award that was given to Provinz at the 2010 PCA Parade Region Newsletter Competition. Kye Wankum was the Provinz Editor when I joined the UCR Board as Director in November 2006. Back then, Provinz averaged 44 pages per issue and it was printed entirely in black & white. In 2008 Kye improved the look of the newsletter by adding, at first, a full-colour cover, then 8, 16, and then 24 pages of color. This issue marks another big step forward and I trust you will all appreciate your new Provinz newsletter that has grown to 64 pages with 32 of those in full colour. UCR's Provinz newsletter, under the guidance of Kye, and with the assistance of Phil Downe in the role of Publisher, has raised the standard for newsletters all across the PCA. Provinz's

Third Place finish in 2010 was against much stronger competition. The workload to produce a 64-page newsletter with 32 pages of colour each month is enormous. The number of advertisers has also grown and monthly circulation has increased by nearly 50% over the past 5 years to 1,758 copies as of August 2010. The Region Newsletter is one of the key benefits that PCA members enjoy with their memberships. UCR's membership retention rates have improved significantly and that is a big reason why our membership has increased so much over the last five years. The Newsletter Editor is the most difficult volunteer position to fill in most PCA Regions. Extremely well-deserved kudos go out to Kye and his team for making Provinz one of the three best PCA newsletters in North America.

Looking to the coming months, there are still some rooms available for UCR's Multi-Event weekend, which will be held at the White Oaks Resort & Spa in Niagara-on-the-Lake on October 1-3, 2010. Andy Wright, Ian John and Laurel Ward have teamed up to create what will likely become an annual event for our members. This will be a weekend for those who wish to enjoy their Porsches with their spouses, partners or with other club members in a more social environment. Please contact Andy or visit the UCR website for more information on the weekend event schedule and registration procedures.

John Adam has finalized the details for the November 20, 2010 UCR Awards Gala which will again be held at the Toronto Lawn & Tennis Club. Wines from Ontario's Konzelmann winery will be paired with each course. Joe Lawrence, the President of Porsche Cars Canada, will be our guest speaker and UCR will be honouring all long-time UCR members in attendance. Capacity is limited by the room size, so please register early to avoid disappointment.

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 (visit pcaucr.org)
16-17 Sat-Sun UCR Driver Education at Mosport

NOVEMBER

9 Tues UCR Social and Elections at Ciao Bella
Ristorante in Concord
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.

September 14, 2010

Mimico Cruising Club

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

October 12, 2010

OKTOBERFEST! The Musket

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

November 9, 2010

Social & Annual Elections

Ciao Bella Ristorante

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

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
Mehran Aryafar	Toronto	07-911C4S	
Soloman Barney	Oakville	06-Cayman	Mantis Racing
Robert Beckett	London	05-911	
Jean-Michel & Nancy Chardon	Toronto	06-911S	
Michael Cornale & Carolyn	Dundas	05-911	Andy Boyko
Mike Cornale	Ancaster	03-911 / 07-911	Michael Cornale
Andrew Danyliw	Toronto	09-911 GT3 Cup	
Matt Davis	Markham	09-911	Downtown Porsche
Robert & Lynne Hamilton	Clarksburg	00-911	
John & Liz Hawley	Niagara on the Lake	00-BoxsterS	Trf-In Niagara
Dan Hodgkiss	Whitby	06-CaymanS	
Bradley Kuchera	Brampton	84-944	
Stephen Legate	Etobicoke	02-911C4S	
Jordan Lottman	Thornhill	71-911	
John Marotta	Markham	07-911T	
Jamie McCharles	Toronto	87-911	
Brent & Linda McFadden	Guelph	98-Boxster	Mantis Racing
Christine & Jacqui McGregor	Oakville	05-Boxster	
Robert Moniz	Hamilton	06-911	Downtown Porsche
John Naidopoulos	Markham	90-928S4	
Derek Oberndorfer	Burlington	10-Cayman	Downtown Porsche
John & Simone Peters	Ajax	07-911T	
Bob & Gwendolyn Prentice	Napanee	69-912	Markus Blaszak
Andre St. Amour	Wyevale	06-Boxster	
Chris Stone & Vicki Clark	Port Carling	99-911	Trf-in Rennsport
John Walenta	Toronto	11-CaymanS	

CORRECTION - JUNE PROVINZ: Michael & Suzanne Donne Should be Michael & Suzanne Dionne

CONGRATS!

ANNIVERSARIES

20 YEARS

Tom & Cynthia Brown
Hank Franczak
Ken Nicholson & Sandra McCauley

15 YEARS

Maria Corville
Susan & Jeffrey Davis
Andrew Parkes
Gaby & Ghada Tabangi
Barbara Jarosz

10 YEARS

Reinhart & Lori Dravetz
Thomas Kurfurst
Paul Lai
Dave & Nadine Stormont
Jean-Pierre Verbunt
Fraser & Helen Wellon

5 YEARS

Natasha Ali
Paul Giannaris & Lilly Bruzzese
Eleanor Gurd & David Lynch

Scott Hunter & Nina Mankovitz
Monte Lin
Mark Lucas
Michael Marcello
Paul Martin
Christian Matte
Jim & Denise Martin
Duncan Roy
Marc & Valerie Sayer
Mark Segal
Allan & Claire Speed
Neil & Sheri Whitlock



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EDITOR'S RAMBLINGS



Kye Wankum
Editor

Same old Provinz; interesting cover – must be the Porsche factory; really cool back page poster – haven't seen that one before... But, gees, it feels heavier... Hey, look at all the colour in the middle... Yes, you got it! We have added eight more colour pages this month! In fact, I think that this is indeed a record: 64 pages of Provinz! The most ever. As far as colour pages go anyways: 32 of them! While we bring you an ever-improving magazine, thanks have to be said to our advertisers who make it all possible. Please look within and give all of them an opportunity when looking for products and services. Our advertisers, year after year, are one of the mainstays and supporters of this club.

I have to also take this opportunity to thank my contributors – in words and pictures – again, what would a newsletter be without your submissions? Thank You! And, as I have said for five years now: Keep'em coming!

We have a great magazine for you this month and I want to take this opportunity to point out some of our important upcoming events: our September Social is at a very special venue, the Mimico Cruising Club; the UCR Fall Rally takes place on September 18, following rave response from last year; the UCR Multi-Event Weekend is taking place October 1-3 – a perfect season-ender; the annual UCR election run finishes at the November 9th Social at Ciao Bella Ristorante, with your chance to cast your last-minute votes; finally, the Annual UCR Awards Banquet is taking place on November 20. See the details on all of these events within this issue of Provinz.

UCR Director and Publisher of Provinz, Phil Downe, shares two articles with us this month. He is back with a Shake-Down article on his 944 track car project – this has proven to be a very popular series – plus, he has provided us with a great report on the recent PCA Club Race at Mosport, annually hosted by UCR. Read on – it was a fantastic event!

Personally, I arrived at the Club Race on the Saturday somewhat later than I had hoped to – it was my birthday and I had to enjoy my proper breakfast before leaving home – but I did get there in time to see the first of the Red Group sprint races, which are comprised, for the most part, of the high-powered, modern race cars, especially the factory-built Cup Cars these days. My son Zack and I were very pleased to see my old Le Mans car (the all black Dicom car - now 10 years old) qualified up front for this race but then, during the race, even more pleased to see our friend and UCR member Marco Cirone, in the Sixth Gear Racing 2010 Cup Car, not only take the lead to win it overall, but also handily pull away from the field in doing so: a fantastic bit of driving in a car that was obviously very well prepared by my old crew at Bestline.

Be sure to come out to the Club Race and our many other UCR functions this and next year, to participate or to volunteer; you will find it to be a hugely rewarding experience!



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THE WAY WE WERE...

20 Years Ago

Cover photo is eight DE drivers that were at Mid-Ohio. We looked younger then. We had just picked up our second "Region of the Year" trophy at Parade. Bruce Farrow was promoting our Shannonville DE events – which we still host. They were single-day back then. The Awards Banquet was to be at Ontario Place with speaker Bill Adam. Cost was \$50. Jim Kenzie was speaker at our monthly Social. The Nominating Committee was soliciting. Crawford Reid's 944 Turbo had a cute blonde draped over it as an attention-getter. Crawford, is Mary Ann still blonde? Elizabeth Spivak gave lessons on how to pack a 911 with four people and all the luggage you need for a week away. Very tricky job! Howard Dexter was taking two-lane roads to Mont Tremblant while the fearless foursome of van Wert et al, plus a few others, were learning Le Circuit.

15 Years Ago

Super Dave Osborne won the Toronto Star Wheels Driving Challenge and enjoyed a day at the Bridgestone Racing School. Alan Jones was featured in the Financial Post article about "the need for speed". John & Rosemary Adam had just completed their Porsche factory-sponsored 5,000 km tour of Europe. Andy Wright and Ian John were doing a Multi-Event weekend at Pillar and Post in NOTL. Ben Ciantar did a comprehensive historical review of the Pfaff dealership in Newmarket. Ben also reported on his 944 engine mods and a new exhaust system that improved performance. Ken Jensen's tours were the coming thing.

10 Years Ago

Mario Marrello joined. Theresa John was arranging the Awards Banquet by the lake in Burlington at \$75. Andy Wright talked at length about the advisability of car mods. Paula Seller wrote about Lennox McNeely's Around The World in 80 Days rally. Center spread was pix from the Club Race. Kathrin Menge wrote about flying to Parade on Southwest Airlines to Sacramento out of Detroit.

Contributed by John Adam, UCR Historian

The UCR Provinz Team is Seeking Additional Members

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

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

YESTERDAY, TODAY, AND TOMORROW



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Zone 1 Dates & Notes



The Zone 1 events for 2010 concluded with the very well attended 25th Zone 1 Autocross, held at Fort Devens, MA.

With my second 2-year term as your Zone rep winding down in December, a new Zone rep will be appointed and Zone 1 events will continue to be included in our UCR event schedule.

Susan and I are attending the PCA Escape to British Columbia in Sun Peaks, BC, September 9-12.

Thank you for your support over the past four years!

Come out, participate, and show the UCR flag.

Botho von Bose, Zone 1 Rep

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FEATURING



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UCR Rally

Saturday, September 18

Submitted by Danny Kroll, UCR Director; Photos by Abdallah Butt

If you enjoy driving your P-Car on twisty, fun, unpopulated streets, this event is for you.

If you like prizes, this event is for you.

If you are looking for a way to be involved and meet other members, this event is for you.

Please join us on **Saturday September 18 at 9:00 am** for a morning of rallying the twisty roads of the Niagara Escarpment. The rally will begin at Midway Restaurant (1230 Mid Way Blvd., located west of Dixie Road, between Courtney Park and Derry Rd) in Mississauga near the 401 and will end around 12:30, just in time for a group lunch. Many prizes will be awarded. This event has proved to be fantastic fun for both the beginner and experienced rally participant.

Space is limited, so fill in the insurance waiver and registration form (Go to the UCR website at www.pcaucr.org and find 'Rally' under the 'Driving/Tech' tab on the home page) and email it to: sadia.butt@utoronto.ca

or call Sajjad (rally chairman) at **(416) 622-2494** for info on how to fax or mail.
See you on Saturday the 18th!

Please note that if you are planning on bringing a minor (kids are welcome), please download and sign the insurance waiver for minors, which must be signed by both parents. Go to the UCR website at www.pcaucr.org and look for 'Forms/Documents' on the home page. 



Don't Miss These Upcoming UCR Socials

Submitted by Richard Bain

September 14

Mimico Cruising Club

200 Humber Bay Park Road West

Toronto, Ontario M8V 3X7

Phone: (416) 252-7737

This will be a treat for us. A hearty thank you to Marie Petermann for suggesting it. 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 September 14, 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 of between \$35 and \$50 a person, including taxes. Tipping is not permitted. The entrance to the property is gated. The passcode number for the evening will be 11460.

October 12

The Musket Restaurant

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"), again standing with arms linked, beer steins in hand, singing songs of the Fatherland, backed by Das Schwarzwald Vier, four old guys with thick German accents, dressed in ruffled peasant shirts, Lederhosen and Tyrolean hats, playing two glockenspiels, a coronet and a tuba. 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. The Musket is a favorite of our members. Please join us. Festivities start at about 6:30.



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THE CAT TO CATCH SOME CONTROVERSY

Hello Kye,

I find it hard to believe that Randy Waechter and his girl-friend were so eager to send in the photo of their cat in the 944 while driving. Also, I'm a bit surprised that it was considered for publication. Our roads are ever more dangerous with electronically distracted drivers and an unrestrained pet just adds to the problem.

In the event of a collision caused by another driver, the cat would become a projectile with bleak results, particularly for the pet. In my opinion these are selfish pet-owners who put their need for continuous "pet comfort" ahead of the animal's safety and well-being to say nothing about driver attention and road safety.

Paul Harrison 



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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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.



The menu with accompanying wines

Reception

Konzelmann Fresco Secco 2008

Soup

Mushroom & chestnut puree with savoury truffle oil

Konzelmann Canada White Riesling 2007

and

Risotto alla puttanesca with tomatos, capers, olives, fresh basil and garlic sauce folded in slow cooked risotto with Parmigiano

Konzelmann Canada Red Zweigelt 2007

or

Roasted salt & sugar brine turkey breast with sage & sausage stuffing, cranberry red wine chutney & natural pan jus

Konzelmann Canada Red or White 2007

and

Pecan pie with caramel drizzle, tea & coffee

Konzelmann Special Select Late Harvest 2006

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. ☒



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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 \$ _____

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Expiry Date : _____ Name on card _____

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

Reply from:

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UCR Spring Tour 2010 May 28 - 30

Report and Photos by Mary Byczok
and Jeff White, UCR Spring Tour Hosts

Another sunshiny day, as we packed the twin turbo for our seventh annual trek to the scenic eastern shores of Lake Huron. It was a top down trip, as Mary and I wound through the extensive farmlands and small towns of central and southwestern Ontario. Spring had come early and the flora was out in full bloom. Absolutely beautiful!

Our destination this year is new for our Club, the Little Inn of Bayfield, Ontario's oldest Inn, nestled in the centre of this quaint little village. Well, let's be candid here, staff, facilities and the menu were outstanding. This went a long way to make our members feel right at home, relaxing in antique settings of this historic property. Friday night was our informal hosting night in the parlour and bar. I was pleased to see that the only beverage on tap was my absolute favourite lager from Creemore, Ontario. I am a loyal frothquaffer, and this evening settled into a very comfortable affair. As our members arrived, Mary and I welcomed them to our Fifth anniversary as co-hosts of this traditional event. Our Club has provided a wonderful opportunity for two members who lost their spouses along life's path, to meet, come together for fun and companionship in the "P" theme. Thanks for the privilege of this experience for, without that, is the journey worth it? >

Beach Line Up



through the local countryside. As we do every year, our group was cautioned on the rules of the road. This tour is not Club Racing but a fun run and we have to be aware of the locals, as it would not be uncommon to come over the crest of a hill and have an Amish wagon or farm combine moving along the side of the road. Paul and Lynn coordinated a very enjoyable combination of curves, hills and straight-aways that gave our "P" cars a fantastic run.

We arrived in Goderich, toured through the town square, which is actually a circle, and then down to the beach for a photo op and an experience for the locals to view our "P" cars. The crowds gathered as we were definitely noticed.

➤ Saturday morning began as it always does, with a trip to the local hand-held car wash, very early, to prep the "P" car for our Concours event and then the fun run, put together by local members Paul and Lynn Zinn. Thanks to their efforts, it was the beginning of what would be a great day!

Breakfast was served in the main dining room where the Inn had closed the vintage section for our Club's seating; a succulent buffet of Canadian cuisine was on display. Our members gathered to enjoy the fare, along with sharing our own "P" stories.

Meguiar's was the sponsor of our Concours portion of this weekend. Special thanks to Darcy Backman for the demonstration and prizes. To keep the "awe" factor alive and well, I asked each member to tell their "P" story of how they came to acquire their Porsche, join the Club and, of course, any great remarks about their experiences. This is an excellent opportunity to demonstrate the unique aspects of PCA/UCR. Prizes were given for correct answers to our Club trivia, as well as for the farthest away participant. It was amazing to note how many members didn't know who the current Club President or Provinz Editor were.

From here, we started up the "P" cars... what a set of sounds... purrfect! We headed out of Bayfield



Lunch in Goderich

Lunch at the Park House was a barbeque affair. A special menu had been created for our members and the restaurant had closed off a sunny section of their deck. We had our own cook and wait staff. A warm "P" thank you to the staff.

The afternoon was open to your choice: stay and enjoy the shops of Goderich, a fun run that eventually would take you back to the Inn, or your own leisure fun.

Cocktails were on the 2nd floor porch overlooking the main drag of Bayfield. It was a trip down the historical past as we imagined what it would have been like in the early 1900's. The "P" stories abounded as our members got to know each other. Camaraderie at its finest! ➤



Breakfast Spread



Cocktail Time

> Dinner was served; the meal of your choice was pre-ordered, so that each of our participants had the culinary experience that they desired. The staff of the Inn knew everyone's name by this time - amazing. As we "chowed" down, more "P" stories emerged, shared among the members. What a great time!

In keeping with our past traditions, each participant was given a stemless crystal wine goblet with the "P" logo and an etching denoting the 2010 Spring Tour. Thanks to Aurora Financial for this sponsorship and to Andy Hunt of Nautical White for creating this memento, as Andy does for our Club Goodie store and other Club events.

From there, we retreated to the backyard of the Inn for a bonfire and sing-along with local artist Scott Chow. Again the "P" stories abounded, and it was wonderful to see the interactions of our members in such a festive environment. We sang and danced under the moonlight and the stars until the wee hours of the morning. Thanks Scott, your talent was appreciated.

Sunday was a day of choice... sleep in, visit the beach, dine once again and have your taste buds teased, or?

See you next year on May 27th, 2011, when we get another chance to enjoy the "P" life once again in the quaint little village of Bayfield. You won't want to miss it!

Your Hosts,
Mary Byczok & Jeff White



Hosts, Jeff & Mary



Beach Line Up

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My First Porsche Parade

Or The 19 Questions I should have asked before attending my first Porsche Parade. Report and Photos by Gary Beutler, UCR Member at Large



Outlaw style 356 Carrera at Concours



My favourite car from Parade!

Long before I joined PCA, and even before buying my first Porsche, I wanted to attend Porsche Parade. I had read about Porsche Parade in Excellence Magazine many times and it sounded amazing. A week long Porsche fest with close to 1000 other like-minded Porsche enthusiasts, featuring a Concours, Autocross, Rally, Tech Seminars, lots of Tours, a great venue with banquets, a Porsche art show and so much more. Great cars and great people - it sounded fantastic!

But it always seemed to be held somewhere like California or Georgia, which seemed too far to drive our Porsche. Until this year. Somehow it worked out that, for the first time in 20 years, we could take a week off in the summer and Porsche Parade was within driving distance. So we made our plans and booked it.

I quickly realized that there were a lot of things I would have liked to have known about Parade before arriving. So I have put together a list of the 18 questions (and their answers) I should have asked, to help anyone who is considering attending in the future.

1. Do people really travel from long distances to attend or is it mostly local participants?

As soon as I arrived and saw license plates from New York, California and just about every state in between, I knew that people came from all over and the majority drove their Porsches. I was especially impressed by the mid 80's red 911 that, at first glance, seemed to be two tone and filthy dirty. It was actually half covered with blue painters tape to protect it from damage during its trip down from Alaska! Over 3700 miles to the Chicago area!

2. Everyone including ourselves have preregistered, so check in will be a breeze, right?

Wrong! It took us almost 2 hours to go to all of the various stations to pick up our information and ask questions about each event that we had signed up for. I think we had 8 stations to visit. Try following these suggestions to move things along: If you arrive early, get into the banquet line-ups first (you will need to go to three separate lines before you are signed up for the banquets alone!), right away, no matter how long they are. If you arrive late, leave the banquet lines to the end and do the shorter lines first. Be patient and plan ahead, you will be there a while.

3. Will the cars in the Concours be that much more interesting than at our UCR Concours?

With all due respect to everyone who enters our local region's Concours, yes, these Porsches are more interesting. There is such a huge number of unique, perfectly restored or original cars at Parade - truly the best of the best - admiring all of these beautiful cars is worth the trip itself. ➤

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> 4. Is the Concours judging more thorough than at our UCR Concours?

Yes, it is very, very thorough. I watched in awe while the cars were being prepared for Concours. The huge amount of lights, cleaning products and tools spread all around each vehicle made me wonder how the participants fit it all into their cars in addition to their clothing and personal items for the week. One Porsche must have been ready to go because it was totally wrapped in a huge plastic bag. It looked like they drove the car into the bag and then tied it up!

I watched, in amazement, as a 2009 Boxster was opened up for judging. This involved accessing the engine compartment by partially opening the top, removing the carpeted engine cover plate and then actually removing the engine cover itself through the space left between the bottom of the convertible top and the rear cover, so the judges can judge the cleanliness of the engine! Something no one ever sees in a Boxster anyway.

5. Should I offer to be a volunteer?

Yes! Volunteering is the best way to meet people and find out about different events and activities that you would miss out on otherwise. You can volunteer for whatever type of event or events that interest you the most and learn a great deal more about activities like Concours, Rally, Autocross or any other aspect of Parade.

6. Should I stay at the host hotel?

Yes! It may be a little cheaper staying somewhere else but by being on site you are constantly interacting with your fellow Porschefiles and are definitely kept in the loop.



356 C Coupe photographed from Banquet at Hangar.



Cars and Airplanes display at Welcome Party which was held in a Hangar.

7. Are all events on the schedule?

Since joining PCA and knowing that Porsche is a Germanic marque I have come to realize that pretty much every event is highly organized and always runs on time. Witnessing the precision and timing of a UCR track day, with all those cars and participants, will quickly make you a believer! But still, some events slip through the cracks and are missed on the daily schedule at

Parade. They do have a Parade Concierge desk that will help you find the event you are looking for. Otherwise you can ask just about anyone for information and they will help you out.

8. Can I take part in every event?

No you cannot. But that is only because there are so many events going on during the week. On several days there are multiple events taking place at the same time. There is a driving tour taking place on most of the days, as well as bus tours to several local landmarks. All of this is taking place at the same time as the Technical Sessions, Rally, Michelin Drive and Compare, Autocross - well, you get the idea. Plan your week carefully to participate in as much or as little as you prefer.

9. How approachable are the other participants?

Very approachable. Like just about every car event I have ever attended, there is a very casual camaraderie everywhere you go and most people are very unassuming. I struck up a conversation with a couple I had just met at dinner and was pleasantly surprised to hear about their extensive Automobile collection, which included both, a Mercedes 300 SL, and a Gullwing from the 50's, as well as a large number of Porsches. We spent well over an hour hearing about their adventures over the last 40 years with their cars. Very Cool.

10. Will everyone else be experienced Parade participants and belong to their own clique?

It is a mixed group. There are many participants at Parade that have been there many, many, many times but I was amazed at how welcome everyone makes you feel, especially if you happen to mention that it is your first time! I noticed very few cliques anywhere during the week and always felt welcome to join in on any conversation or initiate my own at any time. While standing in a particularly long line at check-in, I conversed with the fellow behind me for a while, only to find out later in the conversation that this was his 42nd Parade! >



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Sheryl with her new best friends Henny and Michael Cotton, European Editor for Panorama Magazine.

> 11. How critical is the dress code for the banquets?

Not very. There were only two formal banquets where "business formal" attire was suggested, but the dress was all over the place. Remember that it is very hot outside and these cars do not have a whole lot of luggage capacity. Dress up if you like, but you can get away with "Golf type" attire if you really want to and no one will take notice. The rest of the time everyone is casually dressed in shorts, running shoes and t-shirts.

12. Is Parade fun and relaxing?

Yes and No. There definitely are a lot of fun activities going on everywhere and we had a lot of fun but we both found it very tiring. A couple of events and drives necessitated getting up early and, I guess, the heat contributed to the overall feeling of exhaustion, but there definitely were very few late nights for us.

13. Is this a family type event where you would bring your children?

This event is very family orientated. Many people brought their children and there were plenty of organized activities for them. We no longer have young children living at home with us, so it was not something we were interested in but it sure seemed like the "Parade Kids" were having a blast. Conversely, I was surprised that the children were not in the way and in no way disrupted any of the banquets or any other traditional Parade type activity.

14. Should I take part in Concours, Autocross or the Rally as a first time participant?

I wouldn't. As a first time participant, I found it very interesting to check out these events at this National level to see what is actually involved and to confirm what I now know it takes to be at least somewhat competitive. I now have a much better idea of what will be involved and can choose to participate in the future.



California 911 autocrosser with spare wheels.

15. Are there prizes to be awarded to participants?

Yes, lots and lots of prizes. At every banquet there are numerous prizes given away and what amazing prizes they are! There must have been about 8 or 10 sets of tires given away, trips to the Porsche Museum, \$3,000 discounts on Treffen trips, a Porsche Design golf bag, Bose headphones and so much more. If you were a volunteer, you were also invited to the volunteers' luncheon, where there were far more prizes than volunteers, so everyone walked away with something nice.

16. Will there be dignitaries from Porsche AG and PCNA present?

Yes, I saw many dignitaries from Porsche during the week. They sponsor two of the banquets and attend these banquets in full force. Hans Peter Porsche himself was present and I was amazed at how approachable he was, answering questions and signing name badges. He also participated in the Autocross in a new Boxster Spyder with several runs, improving his time each run. Michael Cotton, European Editor for Panorama gave a couple of great talks about his long career as an automotive journalist and on the future of the automotive market. Michael and his wife Henny were always around and available for discussion.

17. Will everything I need for a week for my significant other and myself fit in my Porsche?

No, there is no way everything will fit into your Porsche unless you are driving a Cayenne or a Panamera. We ended up leaving stuff at home before heading out and back at the hotel before leaving for home just because we ran out of room. Maybe in the future we will pack more efficiently.

18. Will Sheryl be totally bored by the event?

No, surprisingly not! I thought with things like the Tech Sessions, Autocross, Rally and Concours she would be bored but, surprisingly, she found aspects of most of these events she was interested in or she just went to the pool and found someone to talk to. All the way home she talked about how we can arrange our schedules to attend the next Porsche Parade and that Savannah Georgia was easily within driving range for Porsche Parade 2011.

19. If you have been to parade in the past would you go again?

Yes, I definitely would go again and, judging by how many people in attendance had been to Porsche Parade 10, 25 or even 40 or more times, there are a huge amount of repeat participants. It is a great event. I hope to see you at Parade soon. 🌀

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Members From
Far & Wide

Enjoy a
Wine Country
Fun Run



Photo by Pierre Brault



Photo by Horst Petermann



Photo by Bruce Jackson

***By John Adam, Event Chair;
Photos as credited***

Fifty-four members from as far away as Montreal enjoyed a new experience - or perhaps several - on a Sunday in August. Our Fun Run in August made five stops, followed by a formal wine education event at Henry of Pelham Winery. The arduous course was laid out by Bill Van Vliet. The Fun Run started at Tim Hortons in St. Catharines and had five interesting way points before the ultimate destination at Henry of Pelham Winery.

Peach Country Farm Market - The Kowalik Family, have over forty years of farming experience, spanning three generations. On their picturesque 32 acre orchard, they produce many varieties of peaches, cherries, apricots, plums, apples and raspberries that they sell in their country market. They also bake fresh pies, muffins and cookies.

Mmmm, good. >



> **Upper Canada Cheese Company** – Members learned how fine cheese is made and explored the gourmet store. Some picked up unique artisan cheeses, gourmet sauces and preserves.

White Meadows Farms – 3rd generation family-owned farm on the picturesque hills of the Niagara escarpment. For over 15 years, White Meadows has specialized in quality maple syrup and related products, ranging from maple butter and candies to maple BBQ sauces and maple dressing, as well as maple red pepper jelly.

Bow-Ridge Herbs – Over 300 varieties were in the greenhouse for sale or set out in their demonstration gardens. They grow what they sell in an environmentally sensitive manner, using tried and true organic principals.

Morningstar Historic Mill – We toured Upper DeCew Falls, a large 22 metre plunge waterfall with its picturesque surroundings, including Morningstar Mill, a restored water-powered mill on the Bruce Trail, with water flowing from the upper reaches of the Twelve Mile Creek.

Henry of Pelham Winery has a climate which is similar to the Alsace region in France. The wonderful balance of sun, soil, airflow and moisture conditions in its vineyard are ideal for the production of clean, delicate fruit and grape wines. >



Photo by Pierre Brault



Photo by Pierre Brault



Photo by Pierre Brault



Photo by Pierre Brault



Photo by Pierre Brault

> Brothers Daniel and Paul Speck, the latter a UCR member, provided one of the friendliest, informative and educational experiences available in Niagara's wine country. We toured the vineyard and learned about their traditional fruit and grape wine making techniques. They led us out to the vineyard, then the barrel cellar and, along the way, we tasted the fruit of the vine in liquid form.

Following that, under a large canopy tent, The Ontario Wine Society - Niagara Chapter (OWS-NC) designed a flight of hand-crafted VQA wines from several of Niagara's boutique wineries along with finger-food offerings by a local chef. We sampled Porsche-class wines and learned why quality and attention to detail can make wine a luxurious experience.

The Wine Country Fun Run was held in conjunction with the OWS-NC, which co-ordinates approximately 10 events per year throughout the Niagara Peninsula. For their part, wine club members were able to gawk at the perfectly parked Porsches which encircled the ancient family burial grounds on the winery site.



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The 2010 Mosport Can/Am Challenge A Grid-Nastie's View



Event Report by Phil Downe, UCR Director
and Publisher of Provinz; Photos as credited.



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The 2010 Mosport Can/Am Challenge; Photo by Ken Jensen



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The Number 72 car of Chris Musante, a 'modernized' 1972 911; Photo by Graham Jardine

The 2010 Mosport Can/Am Challenge, held July 30 – August 1, can be summed up in one word “HOT” – the operative word to describe the weather, the lap times and the action. The weather was magnificent, hot and sunny with only occasional clouds and a few light sprinkles on Saturday night.

Ninety-eight drivers and ninety-four racecars registered for the event with an additional thirty-four cars in the Advanced Touring Group taking to the track during breaks between practice, qualifying and race sessions for the Red (Super Classes – GTC 1 thru 5) and Yellow (Spec Classes A thru L) race group categories.

Spirits ran high all weekend. The participants were effusive in their praise for the event organized once again by UCR Club Race Chair, Wayne Spiegelberg, with Ken Jensen handling Registration responsibilities. There will be large shoes to fill next year, with both Wayne and Ken stepping down after several years of dedicated volunteer work and passing the torch to Mike Edmonds for future events.

The major sponsors this year included Continental Tire Canada and Wakefield (Castrol Oil) Canada Inc. with bottled water provided by Mantis Racing Inc., refreshments by Coolbeer and Muskoka Brewery (after the track was closed) and “Grid-Nasties” T-shirts by G-Tek Automotive. Harmony Road Porsche Parts sponsored the Tech-Centre, the trackside tire service by Megawheelz, door prizes

provided by Targa Newfoundland and the Pace Cars were provided by Downtown Porsche, Toronto, and City Signs, Kingston.

Getting back to the hot action on track, there was carnage over the weekend, with seventeen wrecks. Some very expensive Porsche machinery was damaged, none as it appears, beyond repair.

Overall winner in the Red Enduro was Chris Musante of Musante Motorsports driving a 1972 911, (Car #72) which Chris describes as a modernized RSR. Chris, a Connecticut Valley PCA member has been a main stay on the PCA Club Racing circuit since 1992 and for the past six years has campaigned this GT3R-Class vintage racer against the technically superior modern Cup Cars.

His pit crew did an outstanding job in repairs to 5th gear between qualifying and the 1st Red Sprint race where he finished 1st

in Class and 6th overall followed by a 2nd place finish, 1st in Class in the 2nd Sprint and a double-win in the ninety-minute Red Enduro race. The latter victory all the more impressive considering the left front shock failed with thirty minutes to go and the car equipped with a manual steering rack just wouldn't turn right on the right-hand Mosport circuit.

UCR member David Fry's run-up to Sunday's 2nd overall and 1st in Class win, also in the Red Enduro wasn't looking very probably in the days prior to the race. Old drive axles were reinstalled on



UCR member, Anna Dopic; Photo by Eshel Zweig



The number 14 Verax GTC4 Cup Car, driven by Randy Oswald; Photo by Graham Jardine

➤ the GT3 Cup Car (#211) by racecar engineer, Courtney Walsh of E. U. Autowerks on Thursday, when the new axles got held up at Canadian Customs.

Three rapid downshifts through corner 5 (Moss corner) during Thursday's practice resulted in a box full of neutrals when the differential housing sheared off. The closest qualified repair shop was Cincinnati, eleven hours away. Courtney and Brian Painter made it in nine and a half, arriving at 7:30AM Friday. With repairs completed they were back on the road by 9AM, at Mosport by 8PM and had completed the gearbox reassembly, with the new axles, which finally made it through customs by midnight Friday. Several other gremlins during practice runs, (radiator puncture, coolant

hose clamp, etc.) resulted in lost track time and David's fashionably late appearance at Saturday's qualifying session, before laying down a personal best 1.2430, good enough for 5th overall on the starting grid.

Last-minute repairs result in another late arrival for the Red Sprint race and a lost grid position putting the car at the back of the pack. On the warm-up lap the hood, apparently absent of hood pins, flies up and smashes the windshield. An obvious misstep that would have been caught by one of the dozen volunteer "Grid Nasties" (myself included) had the car made it to the proper grid position. His day is over.

With a new windshield and hood installed over Saturday night and literally no shakedown time for the new gearbox, combined with a last place starting position due to the Sprint Race DNF, things were not looking good for #211 in Sunday's ninety-minute Red Enduro Race.

However, anything can happen in a long race and the combination of Yellow Flags, laps in the 1.24's, a perfect pit-stop and a convention of gremlins apparently on lunch-break, David ends up 1st in Class and 2nd overall to Musante to score his second Class win of the year. ➤



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> Randy Oswald, another UCR member, driving the GTC4 Cup Car (#14), sponsored by Verax finished 1st in Class in both Sprint races, with a 4th overall in the first race and the double-win in the 2nd Sprint race.

Randy now had his sights set on the “perfect weekend” with a win in the Red Enduro race. He and Chris battled hard for the overall lead in the early laps. Randy took the lead on lap three and built up a ten-second lead over the first hour while running some fast laps, including fastest lap of the race. But by the sixty-minute mark he too was struggling with car problems. At almost the same time as Musante’s car developed problems turning to the right, Randy’s car was having great difficulty turning left, making Mosport’s notorious corner 2 very scary.



The number 211 Cup Car of David Fry had more than its share of troubles all weekend; Photo by Ken Jensen

His team speculated the problem was a corded right front tire. While still holding the overall lead, and after much debate on the radio, they decided it was too dangerous to try to run the car to the end of the race that way, reminding Randy that there was a risk of crashing if the tire blew. They called the #14 in for an unscheduled pit stop at the 1:15 mark for a quick tire change.

The late pit stop turned out to be the right call as the tire was indeed corded and would not have lasted until the end of the race. Randy rejoined the race in 3rd place overall and 2nd in class, where he finished his impressive weekend.



UCR member Rainer Beltzner; Photo by Eshel Zweig

UCR’s own Uli Furtmair had an excellent weekend in the Yellow race group, working his way to an impressive three 1st in class wins, with a 6th and 2nd overall in the two Yellow Sprint races and a fantastic overall win against much higher-classed competition in the Yellow Enduro race. Other notable Class podium finishers from UCR included Rainer Beltzner, (3rd - Yellow Sprint #2, 2nd Yellow Enduro) and Tyler Comat (1st Yellow Enduro). Full race-weekend results can be found at www.pca.org, under, “Activities”, “Club Racing”, “Race Results”, then “07/10 – Mosport International Raceway”.

At the Race Banquet on Saturday evening, held in the Continental Tire Tent, Anna Dopico from UCR won the Racer Rookie of the Event award. It was a well-deserved prize. Anna drove the wheels off her 140 HP 1984 944 SP1 racecar, (#007). It had sustained damage from a shunt during qualifying the day before. That did not deter the young driver, as she went on to break into the 1:45’s on some laps. She is the embodiment of the word “Spirit”, and personifies everything good about the sport.

The banquet was prepared by Janet Brandt who, as part of the festivities, was applauded by the guests, as was Laurel Ward, who organized and supervised the Banquet and served as the UCR Club’s hostess that evening. The meal featured a delicious club salad, ribs, chicken, pasta, and assorted cakes and coffee for dessert with an array of complimentary wine and beer.



Uli Furtmair had an excellent weekend;
Photo by Eshel Zweig

Cray Scarlett filled the role of Master of Ceremonies while Wayne Spiegelberg presented the podium awards. There was a plethora of door prizes, so many in fact, that to speed things up, Cray resorted to calling for winners on the basis of underwear colors, watches, birth dates and other similar irrelevant and humorous criteria.

Wayne, congratulations on another fantastic race weekend! You and Ken Jensen, along with everyone else who volunteered their time should be very proud of the result and thank you and Ken once again for your years of dedicated service to this highlight-of-the-season Club Race event.  > More Photos



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Tyler Comat, First Place, Yellow Enduro;
Photo by Eshel Zweig



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Photo by Michael A. Coates



UCR Director and Publisher of Provinz, Phil Downe;
Photo by Eshel Zweig



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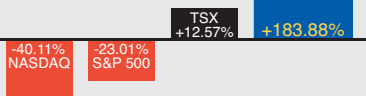
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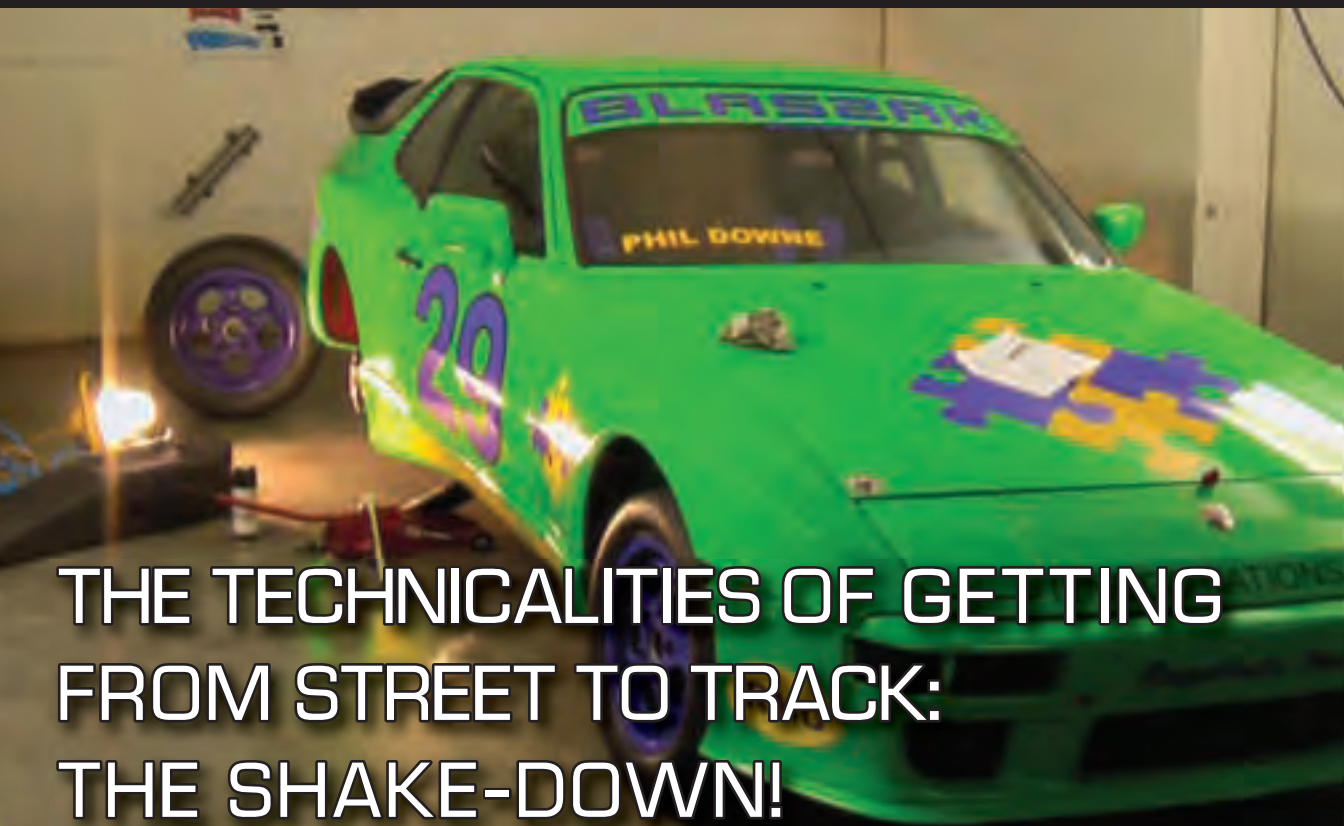
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THE TECHNICALITIES OF GETTING FROM STREET TO TRACK: THE SHAKE-DOWN!

Pre-DE Tech Inspection

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

Hey, I'm back! It's been a couple of months since I finished the seven-part, 944 S2 re-build story on these pages of Provinz (December 2009 through June 2010). I've just been too busy to write lately, with DE events at Mosport, Watkins Glen and LCMT, plus the July 10, Yorkville Exotic Car Show (Provinz – August 2010).

I've really been enjoying the paddock this summer with UCR members coming up and checking out the car and saying they feel like they know it after following the story every step of the way during the long winter project. Where did we leave things? Oh yeah, I was just coming out of corner 5 on my third lap of the first UCR DE event of the 2010 season and the car seemed to run perfectly, but the shakedown was just getting started.

The first Gremlin struck at the very next DE on June 5-6, 2010. I was just starting to get used the 52% power boost and the exceptional braking ability of the new turbo brakes when, after planting the "loud-pedal" to the floor on the back straight, the engine quit. I

pulled off-line and onto the grass across from the marshal station at corner 7. I then reluctantly put on a brief demonstration of the proper safety procedure for a car stopped on-track while the session continues; stay strapped in the car with your helmet on. When the marshal gives you the "all-clear", exit the vehicle quickly and get over the Armco and wait for Robin with the tow truck.

Back in the paddock, Markus got under the hood. First crank, nothing. Wiggle this; wiggle that, second crank, nothing. He made a fist and whacked the air flow meter box and it turned over immediately. The butterfly apparently stuck wide open, leaning out the mixture and stalling the engine. It ran fine for the rest of the weekend and we planned to throw a spare air box on the next time I was in the garage.

The next DE event was the Zone 1- 48 Hours of Watkins Glen on June 19-20. It was a wet trip down with lots of spray coming up off the 4Runner and power-washing the 944 on the trailer behind. Saturday morning at the track it was bone-dry and everything seemed fine until tech-line when the idle control seemed to be all over the place. The car died thirty meters from being signed-off. I couldn't restart it so I had to roll it out of line and hoof it back to Markus' trailer to elicit his emergency assistance. Again with the wiggle- ➤



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> this, wiggle-that procedure and he got it started again. I made it through tech but my confidence had plummeted. Do I head out on track with an intermittent electrical problem? No! You can't risk ruining a session for the entire run group or worse, losing power abruptly with a high-performance GT3 RS coming up behind you. We had to fix it trackside and the problem seemed to be with the igniter module. We unscrewed it and the "heat-sink" from the frame and coil, pulled the sealing bail and were surprised to find it wet and corroded in what was supposed to be a watertight rubber connector.

I was missing track time as Markus and Timm Baldauf (Hudson Valley Region) tag-teamed the repair while the other staged for their run. The two long-time PCA friends have practically a complete garage set-up between the contents of their two trailers. We dried out the igniter module with compressed air, cleaned up the corrosion, applied conductive contact grease and re-sealed it with the bail. It was still running a little rough but only at idle – at speed it was fine. I made the 2nd run and ran the rest of the weekend without incident.



I only had a week to the next event on June 28, back home at Mosport for the Braidan Wheel and Tire/Michelin event hosted by Braidan's Brad Shimbashi. Prior to that event we had determined the igniter module problem to be a lack of waterproof sealant at the connector on the coil-end. The plastic wire loom has multiple perforations in it to make it flexible but several years of road spray had gotten into the loom through the perforations, running down the wires and into the six-contact module through the gaps between the wires. To prevent a repeat, once back in the garage, we had packed the connector with silicone to waterproof it, re-loomed it and bolted it back to the frame.

We thought we now had it all fixed but the engine started to misfire under acceleration. It would run fine for a while and then felt like it was only running on three of the four cylinders. Markus wasn't at the track that day so I was left to fend for myself. Well not quite by myself, he was on the cell phone with me walking me through the trouble-shooting. I did all the usual "wiggle-routine" to try and get ready for the next run, which I attempted, then abandoned after two laps – it was getting worse. >

Laying in the new Sparkplug Leads (Photo: Blaszak)

> Markus told me to head over to Chris Lubinski's trailer. He and his father Gerry were attending and Chris knows 944's pretty well. We checked all the plugs and one was wet, indicating it wasn't firing. Chris had a spare Bosch WR5DC spark plug but a quick test run in the lower paddock revealed that wasn't the problem. Scott Wilkens came over to lend a hand as well. We pulled the igniter module apart again but it was bone-dry and looked fine.

By lunchtime we were still troubleshooting and testing to no avail. Jason Venturelli suggested I take one of his igniter modules off the 928 to test it. The 928 is basically two 944 engines merged together with a separate, 944-compatible, igniter module for each four-cylinder bank. I appreciated the offer but I didn't want to risk damage to his vehicle in trying to get mine fixed.



Jack Webb suggested we pull the distributor cap and check that, which we did – there was a little contact residue but not much. A guest of UCR member Bryce Virgo, Gino Monaco, went to work with fine sandpaper and contact cleaner. Bryce went to work on a corroded lead wire he found with tools I borrowed from Del Bruce while I used a torque wrench on the spark plugs to the recommended 21 ft. lbs.

The PA announced my run group to staging and with Bryce and Gino still working at reassembling the leads and distributor cap, I headed to the washroom to clean up hoping we had sorted it out. Seeing Bryce with my helmet in hand and a big grin on his face when I jogged back to the car was a welcome sign. The engine was running smooth. I'm going to skip that old cliché that's been beaten

to death of late and just give a big "Shout-out" to everyone who pitched in to get me back on track. The last two runs were incident free, except for the remaining, inconsistent idle but the day was saved.

I had another two DE events coming up and running back-to-back, a road trip to Montreal (LCMT) on July 19-20 and then July 23, 24 & 25 at Mosport for the annual NNJR/UCR DE event. I knew

I couldn't always rely on Markus and others to be around with the right tools and spare parts when something goes wrong so, as a precautionary measure, I decided to build up my spare parts inventory. I had Markus order a set of plugs, leads, distributor cap, rotor and igniter module. I headed east a day early and stopped at Markus' in Kingston to install the new gear and build up my spare parts inventory with the old. >





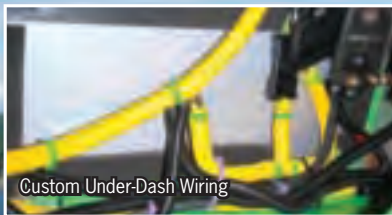

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With a talented team of technicians and experienced front man Domenic Galati, Autowerks is now known as the area's European car specialist. Autowerks provides scheduled maintenance, wheel alignments, tire install, wheel balance, track day prep, electrical diagnosis and performance upgrades in a clean and bright environment.

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#29 at Watkins Glen, NY



Hudson to Oka Ferry

> That was actually a fun day. Markus had another 944 on a tight schedule so, with his sporadic supervision, I did all the work myself. I continued on to Montreal with a stop at Mom's for a visit and I was looking forward to Monday and Tuesday at Mont-Tremblant's LCMT track with a bulletproof car, or so I thought.

My cousin Greg stopped by Sunday at Mom's in Rigaud, Quebec for lunch and showing off a little with the car on the trailer, I told him to hop in and hit the starter button. He did and instead of the guttural roar from the Stahl headers and straight pipes all we got was that sickening clicking sound. The starter was gone! Come on! What did I do to deserve this? All that work to eliminate the gremlins and potential future electrical problems from the wiring harness to the plugs and then another link in the chain fails. There would be no Markus or Timm to the rescue this time but I tried to stay focused and positive.

With no choice but to soldier on and work it out along the way, Vika and I boarded the ferry, crossing the Ottawa River from Hudson to Oka. The short boat ride cuts out a lot of blacktop and also gave me an opportunity to call Michael Marcello at the track to rally the UCR contingent to try and find me a 944 starter.

Jeff Wagman, Jim Aird and Michael Tamblyn were all attending. Mike, Jeff and Jim all had their wives join them, so Vika had flown into Montreal on Saturday night to join in on the fun and keep me company for the long drive home Tuesday night. Even if we couldn't find a starter, I was reassured with the fact that we had a great group together and all the muscle power needed to bump-start the 944 for each session.

Next month - LCMT, a spin and four black flags. 🏁

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2010 FUN RUNS



David Forbes
UCR Fun Run Chair

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Anne and I had the opportunity to attend an amazing Collingwood Fun Run organized by Don Lewtas, Barbara Mitton and Hazel de Burgh. There were 15 Porsches, all gorgeous, divided into three convoys, each with a lead car and Hazel in the last car... thanks Hazel! We traveled along the most beautiful country roads from King Road to Concession 10 Nottawasaga, with stops at Hockley General Store, and Creemore, ending with a gourmet feast at Don and Barbara's, whose hospitality can only be described as top notch! A special thanks to them both for opening their beautiful home to us all, and making us feel like old friends. Sharing time together at lunch, as we answered some skill testing questions about the interesting route and the history of Porsche, was fun filled and the winners went home with some excellent Porsche gifts. Anne and I reflected about the wonderful day on the journey back home and it reconfirmed for us the reasons why we love to participate in these Porsche Fun Runs... beautiful vista, gorgeous cars and, most especially, our "Porsche Family", those amazing people who we continue to meet, and whose company we continue to enjoy long after the Runs have ended. Thanks to everyone who attended and especially to the organizers - you know who you are - for always raising the bar! Until our next Fun Run, enjoy your Porsches and each other. ☺

October 1-3, 2010

Multi-Event Weekend by Andy Wright, Ian John and Laurel Ward

A perfect, end-of-season, driving, dining and dancing event in the beautiful Niagara region. The event will be held at the world-class resort, The White Oaks Conference Resort and Spa in Niagara-on-the-Lake. We will feature evening cocktail receptions, Show and Shine, Fun Rally, challenging but fun driving event, Saturday evening Gala Dinner and Dance and Sunday Awards Brunch. Join us for great driving roads, beautiful fall scenery, wonderful company, great dining and tasty local wines. To sign up contact Andy Wright at andy.wright@pcaucr.org or laureljward@gmail.com. We hope to see you there!

Laurel

	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

Happily ever after...

"Gross national happiness is more important than gross national product."

Did someone just make that up? Nope, this was a statement actually made recently by the king of Bhutan, a country sandwiched between China and India, and a country so small that, as the expression goes, "If India sneezes or China farts, Bhutan gets blown away".

Now I reflected on this - Bhutan's happiness factor, not its size - because I thought that Porsche owners had the exclusive rights on having the biggest smile and happiness factor. This is not just because we club members and owners think so; it seems that according to actual studies, Porsche owners, of all auto purchasers and owners are the happiest and most satisfied!

The "Initial Quality Study" carried out by the renowned U.S. market research institute J.D. Power and Associates on the quality of new cars has once again put Porsche in the winner's circle. With first place in the overall rankings this year, the company is again meeting the highest quality demands in the United States, its most important export market. After winning first place three years in succession from 2006 to 2008, then second place in 2009, Porsche has now taken one of the highest honors in the J.D. Power study for the fifth year in a row. The Initial Quality Study examined the satisfaction levels of more than 82,000 U.S. customers in the first three months after they received their new cars. It evaluated a total of 236 vehicle models on the basis of 228 criteria assigned to categories such as driving experience and engine performance. For example, the 911 took first prize in the "Premium Sporty Car" sector.

Porsche had already put in a commanding performance in the J.D. Power study on used car quality held in March of this year, taking first place in the overall rankings. Porsche topped J.D. Power's 11th annual survey that measures performance, layout appeal and, I think most importantly, customer satisfaction, with cars three months after they were driven off the dealers' lots.

Porsche also took first place with the 911 in this year's AutoPacific study on customer satisfaction in the United States.

Approximately 42,000 car owners evaluated their new vehicles in 48 categories such as acceleration, comfort, and design for the 14th presentation of the Vehicle Satisfaction Award. Held annually by the AutoPacific automotive consulting company, this study is a reliable gauge of the general satisfaction levels of vehicle owners.

So the happiness factor, the big smile on our faces at the track, fun runs, and club get-togethers for our chariots, is shared by the owners of Porsches coast to coast.

Now back to the Happiness factor of Bhutan. It was the Buddhist ideals that King Jigme Singye Wangchuck, or the Fourth King as he was known, was trying to institutionalize as the Gross National Happiness proclamation. Bhutan is a fairly isolated country; this is a country that got its first road in 1962 and started with Internet and TV in 1999. But in reading about Bhutan and trying to shed some light on their happiness factor, I came across this comment from one Bhutanese, "In our most beautiful places, we build temples and monasteries and everybody goes there. In your most beautiful places, you build five-star resorts and only the very rich go there." And maybe that's the key to Gross National Happiness - everyone gets a shot at fulfillment. Now it's the official Bhutanese government policy to foster that goal. According to the people who measure such intangibles, the Bhutanese are in fact the happiest people in Asia and among the happiest in the world.

I relate this to the Porsche owner world in that, through studies and knowing that people who own Porsches are among the happiest, also for those who dream of owning one, and find it is within reach, even if it's an older model, which to some is more desirable - there is a smile, and the contentment is contagious in either case!

Well, time to put the brakes on 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 ☼



PORSCHE GREEN-LIGHTS SERIES DEVELOPMENT OF 918 SPYDER

Supercar to be developed in Weissach and assembled in Zuffenhausen

Submitted by Laurance Yap,
Porsche Cars Canada



In its session today, the Supervisory Board of Porsche AG gave the green light to series development of the Porsche 918 Spyder.

Reflecting the overwhelming response from the public and customers, Porsche's board of Management was given the mission to develop a production car based on the ultra-high-performance plug-in hybrid Concept Study, which debuted at the 2010 Geneva Motor Show.

"Production of the 918 Spyder in a limited series proves that we are taking the right approach with Porsche Intelligent Performance featuring the combination of supreme performance and efficient drivetrain concepts," said Michael Macht, President and Chairman of the Board of Management of Porsche AG. "We will develop the 918 Spyder in Weissach and assemble it in Zuffenhausen. This is also a very important commitment to Germany as a manufacturing base."

The 918 Spyder Concept Study combines the performance of a super sports car with CO2 emissions of just 70 g/km and with fuel consumption of 3.0 L/100 km in the New European Driving Cycle.

Further product details of the 918 Spyder will be disclosed in the months to come. 🌀



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Pfaff Introduces The All New Porsche Cayenne

At Woodbine Racetrack on July 7, 2010

Report and Photos by Eshel Zweig, UCR Photo Editor

We were invited by the Marketing Team of Pfaff Porsche to an evening of pure performance, at Woodbine Racetrack in Toronto, to be introduced to and experience, the superior performance of the all new 2011 Porsche Cayenne.

Keynote speakers included Joe Lawrence CEO of Porsche Cars Canada and Christopher Pfaff, President of Pfaff Automotive Partners.

The theme for the event was “Where horsepower meets horsepower”. This was amply reflected in the backdrop for the event: the Woodbine racetrack. In the adjacent parking lot we had the opportunity to experience the sheer performance of the new 2011 Cayenne.

A Pfaff Porsche test track was assembled to showcase the power and agility of the new Cayenne. The autocross circuit layout featured a series of exercises, including accelerations of up to 100 km/hr and a slalom course where professional drivers demonstrated the Cayenne’s enhanced stability. >



- > The 2011 Cayenne is a giant step forward in design, aesthetics and performance. The entire range, from the entry level V6 to the 500 hp Cayenne Turbo delivers improved performance while using less fuel and producing 23% fewer emissions.

Porsche clearly has hit another home run with this redesign, combined with the impressive performance figures. This should amount to brisk sales of the 2011 Cayenne at Pfaff Porsche. 🏆



TRACK TALK

As we've passed the halfway point in the Driver Education program, I thought it might be time to mention a few people who have made the time go by so quickly. Like any volunteer organization, Upper Canada Region relies on some pretty impressive people. They not only perform a valuable function for our events but they do so with good humor and unwavering support. Michael Coates, our club photographer was at one of our events recently and he managed to gather most of the Track Team in one place. It was like herding cats, but somehow he managed it. So along with that photo, I'd like to make a short mention of who each person is and what their selfless contribution does for our track events.

Front left is the lovely Rose Blaszak. Rose, along with her husband Markus, who is the big guy in the back left, spend hundreds of hours a year taking your website registrations and turning them into a complete pre-printed track package. They answer questions, compile run groups, manage car number lists, coordinate trackside medical information, they look after some special needs and somehow manage to get out of bed before the rest of us on track mornings. They deserve an award for that alone.

To the right of Rose is Scott Wilkens. Scott is our Technical Chief and the answer guy for anything that has to do with our safety. He oversees the shops that do our vehicle inspections, formats the forms to help assure your safety and operates the Tech Line at all of our track events. With some help from his son Sean, Scott is one of those people you can depend on to

just get the job done. You might see him visiting your run group in his distinctive "checkers" car as he watches for those who could potentially move up in the ranks.

To the right again is David Langton. While David isn't officially on the Track Team he is as much a part of this group as any. David can be heard in the Tower assisting our own John Adam. David stands in for John so he can drive his car in the red run group; David volunteers for just about anything UCR related and is the communicator in the Pace Car at the Club Race. His soft spoken thoughtfulness is appreciated by everyone who has the pleasure of knowing him.

I've asked Kye (your Provinz Editor) to include a separate picture of John Adam, who's mentioned above. John was away at Parade when the group photo was taken, but I wanted to make sure that he is included. John Adam is a past President, Board member, an Instructor, the Clerk of the Course at our events and the voice of Mosport. John watches us all from the tower and, not only keeps the run groups flowing without interruption, but he helps keep us safe. His communication with the Mosport Marshaling Service, Tow, Ambulance and the clean up crews allow split second response to almost anything that happens during our events.

The gentleman on the front right is our Chief Instructor Stephen Goodbody. While Stephen isn't fond of attention, he is one of the anchors of our program. Aside from being an astounding driver, his position requires him to manage hundreds of Students and Instructors throughout the season, while answering thousands of questions. He leads the faithful in the yearly Track Walk where he imparts great knowledge on how to keep the shiny side up. Even more than that, he always has our safety first and foremost in his mind. You can always count on Stephen to supply a sensible measured response to anything that needs his attention.

Far left is Del Bruce. Del is our head of Worker Assignments. Now, that might sound easy, but Del has to take an ever changing list of "Trackies", find a worker assignment for each of them and, at the same time, make sure that every position is covered, with redundancies, for every minute of every weekend. Without that coverage the event grinds to a sudden halt. Del and his assortment of Captains never let that happen. Del is also the Track Team's liaison with the UCR Board of Directors. Del reports our progress at the monthly BOD meetings and acts as a sounding board for



Dave Osborne
Track Chair



> your Track Chair. I have tremendous respect for Del and he has made my job much easier.

To Del's right is Andy Wright. Andy is a past Track Chair and is an indelible part of the team. In Andy's capacity as "Attitude Adjuster", he is the one person you don't want to have to talk to at a track event. His purpose is to have a discussion with anyone who has made a driver error or had a mechanical issue on the track. This important safety position is used to prevent a small error or omission from becoming a serious issue for either the driver involved, or any of the other drivers in the run group. Everyone else likes talking to Andy... lol. Andy also functions as our track Administrator and is our national program Observer. He makes sure all the rules are followed and that we put on an event that is as safe as possible. If you drive well and follow the rules you'll enjoy talking to Andy too.

The darker shirt and dark cap in the middle is owned by Keith Andersen. Keith, also known as the "Give-A-Way Guy" is one of those people that every cohesive team needs. He gives great advice, he assists in Safety and Tech related duties, and he is the first volunteer for just about any job that will help our events run smoothly. He does everything from giving away great gifts at lunch time to demonstrating his skill at driving the beverage car at the yearly Track Walk. If all of our friends brought us gifts and beer the world would be a better place! You can't ask for better support than Keith provides for our team.

The big red faced guy on the far right is me, the UCR Track Chair. I have the best job of all. I get to share in the amazing events that all these people put on for our club's mem-

bers. I get great advice, incredible support, as well the pleasure of their friendship. When it all goes right, I get some of the credit too. When it doesn't it must be their fault.

Standing between Markus the Registrar and Dave the Track Chair is Brian Borison. Brian's primary responsibility is Safety. He manages the clean up crews when the track becomes slippery and places the "work zone" cones so students can confidently work on their skills in the corners. That early morning tour allows him to evaluate the track's condition and report it to the team. He manages the fire bottles, which go unnoticed until you

actually need one for something. Then their placement becomes really important! He assists at tech line when needed and has been know to stand in for anyone who can't make an event. Like Keith, programs like ours are built on the backs of people like Brian. If you need him, you just ask and you can count on his help.

These extraordinary people are your Track Team. Add to this list the men and women of the Instructor Corp. They climb into novices' cars during every track weekend and pass along the skills that they have spent years honing. Just so we can all be a little safer and get greater enjoyment out of our cars. Next time one of them climbs in your car, say thank you for their dedication to the Driver Education Program. They certainly deserve it.

Last but not least, I'd like to mention the hundreds of DE participants who say thank you with their time, money and participation. Without our members coming out and sharing these events all of our efforts would be for naught. It's you, the participant who makes this program one that we are all extremely proud of. So come out and play in traffic as often as you can. I promise we will all have a great time together.

See you trackside,
Dave ✪



Porsche Builds 25,000th Panamera Gran Turismo


Just short of one year after Porsche began selling its all-new sports car for four, the craftsmen who assemble the Panamera in Leipzig celebrate this significant manufacturing milestone.

Porsche's approximately 640 employees at the company's state-of-the-art assembly plant in Leipzig, Germany, recently built the 25,000th Panamera Gran Turismo. The employees are not only proud to be a significant part of the successful launch of Porsche's fourth model line, they have reached this milestone while also producing the all-new, next-generation 2011 Porsche Cayenne SUV that is now in North American Porsche dealerships.

The anniversary vehicle, a Ruby Red Panamera sporting an efficient Porsche designed and manufactured 300-horsepower 3.6-liter six-cylinder engine, will be delivered to a customer in the USA. "The benchmark performance of our Panamera V6 models wins over our customers worldwide," said Bernhard Maier, Porsche's Executive Vice President Sales and Marketing. "Even in the USA, a country with a preference for V8 engines, they impress with their efficiency and sportiness. The Panamera combines these aspects with the comfort and exclusivity of the luxury class."

Porsche began selling the Panamera in September 2009 (October in North America). The company first rolled out its 400-horsepower V8 Panamera S and Panamera 4S and the 500-horsepower twin-turbocharged Panamera Turbo, adding the V6-powered Panamera and Panamera 4 in May/June 2010. To date U.S. Porsche dealers have sold over 5,000 Panamera models in the United States.

In line with the Porsche Intelligent Performance philosophy -- more performance on less fuel, increased efficiency and lower CO2 emissions -- all models feature the Porsche Doppelkupplungsgetriebe (PDK) seven-speed double-clutch gearbox and the Auto Start Stop function that saves fuel and reduces emissions by turning the engine off when it is not needed, such as sitting at a traffic light. None are subject to a gas-guzzler tax, and all meet the strict EU5 emission standard in Europe and the LEV standard in the United States.

Next year Porsche will introduce a Panamera model featuring a hybrid drive system similar to what powers the 2011 Cayenne S Hybrid, which goes on sale this fall. Porsche's future also shines with yesterday's announcement to commence series development of the 918 Spyder, Porsche first plug-in hybrid super sports car. 

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code breaker

Written by
John Boggiano

A short while ago, I was chatting on the phone with someone at Porsche about ceramic brakes and asking how I might access some of Porsche's development information, test results and so on. At least I thought that's what we were talking about; after a few minutes, the conversation seemed to be heading off in a completely different direction altogether. 'Aha!' thought I at the time, 'He's trying to be evasive – I shall have to use some guile,' while I now realise that the person involved was in fact wondering why I kept rabbiting on about brakes when I had told him I wanted to know about the history of Porsche's UK importer. No wonder he went very quiet when I asked if there was any truth in the rumours about their cracking up under extreme conditions...

It's all because I had assumed (not entirely unreasonably, you might think) that someone in his position would instantly have recognised and understood my reference to 'PCCB' (that's Porsche Ceramic Composite Brakes, of course). Not so: he thought I was enquiring about PCGB – Porsche Cars Great Britain. It made for a very interesting conversation, with each party trying to keep things steered in their own individually anticipated direction, but a completely fruitless one nevertheless. Once I finally cottoned on to the misunderstanding, I felt I couldn't embarrass him by pointing out his misinterpretation of my initial request so I went through the motions of diligently recording the contact details of a few people he suggested, thanked him for his time, put down the telephone and rang back later using a different voice and pretending to be the editor.

However, this little incident served to highlight the fact that acronyms – those catchy little combinations of letters that are the abbreviated form of, well, something longer – are not only starting to take over, but they're really a recipe for confusion. I mean, while we all know what ABS means, what about HVAC, PST or EDC?

The first of that group – although by no means the first commonly used, automotively connected acronym, it is perhaps the most widely known – is itself not quite what it appears to be. Strictly speaking, ABS actually stands for Anti-Blocking System, this being the direct translation of the original German terminology from the patents of the late-Seventies Bosch-Mercedes joint venture that brought the idea to the automotive mainstream. This, I feel, is part of the problem with acronyms; they may be catchy and informative in one language, but used in another can result in something a bit cumbersome and unwieldy, or even downright odd.

Nonetheless, whatever their drawbacks, we are clearly stuck with them. Indeed they are currently in a state of fervoured proliferation, as even a cursory perusal of the specifications and options lists of a new 911 will reveal. It can be a little awkward if, when settling down in the OPC to spec your new car you are suddenly confronted with the need to decide whether or not you want it to come with PSE. And what about VTS? Your insurance company might insist on that one; have you checked?

To avoid such situations, we have compiled this short guide to the acronyms you're most likely to come across in the world of Porsche, something of a PAD, you might say. Porsche Acronym Decoder...

You'll have a head start if you're a user of internet forums, for these are the acronym's home ground IMHO (In My Humble Opinion – although use on forums generally comes immediately after an arrogantly stated, forcefully held opinion with not much in the way of humbleness about it at all). Once you're accustomed to dealing with terms like IIRC, BTW, AFAIK and WTF (If I Remember Correctly, By The Way, As Far As I Know and, well, let's call it What On Earth), translating some of these Porsche ones should come pretty easily given the right context. Assume an initial P means Porsche and you're away. A youth misspent poring over cars-for-sale classifieds will also come in handy: PAS, FSH, EW, T&T – it all helps to keep your brain in tune. Probably.

Doubtless there are many that we've omitted, so assume its E&OE (you can look that one up yourself if you can be bothered), and they're arriving at an alarming rate, so while it's CATOGTP (Correct At Time Of Going To Press – okay, I did make that one up) we can't call it exhaustive. Just exhausting. **911**

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The specification charts of modern 911s are awash with acronyms, but what do they all mean? If you have trouble telling your PTM from your ASR, read on...

ASD	Automatic brake differential
ABS	Anti-lock braking system
ASR	Automatic slip regulation
ANIS	Direct-trail injection
DN	Digital motor electronics
DME	Engine control unit
EDC	Engine drag force control
HBA	Hydraulic brake assist
HVAC	Heating, ventilation and air conditioning
KESSY	Keyless entry, start and exit system
LSA	Intermediate seal
LSD	Limited-slip differential
MAF	Mass air-flow (sensor)
MSR	Mass air-flow (sensor)
OBC	On-board computer
OBD	On-board diagnostics
OPC	Official Porsche centre
PAS	Official Porsche centre
PASM	Porsche active suspension management
PCA	Porsche ceramic composite brakes
PCCB	Porsche Club of America
PCGB	Porsche Cars Great Britain
PCM	Porsche communication management
PCNA	Porsche Cars of North America
PDAS	Porsche dynamic all-wheel-drive system
PDCC	Porsche Doppelkupplung
PDK	Porsche side-impact protection
POSIP	Porsche sports exhaust
PSE	Porsche stability management
PSM	Porsche traction management
PTM	Paint to sample/Porches travel system (luggage)
PTS	Porsche torque vectoring
PTV	Rear main seal
RMS	(or TPM) Tyre pressure control/monitoring
ITC	Variable turbine geometry
TPC	Vehicle tracking system
VTG	Wide-open throttle
VTS	
WOT	

MART

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.

19inch wheels; Looking for set of 19inch wheels for 09 Cayenne S. Munir Dharamshi; contact: Munir@rogers.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. All scheduled services completed. PPI and leakdown welcome. Call Danny at 416-893-8983. Watch a video of the car: <http://www.youtube.com/watch?v=hJGm2JhSqwk>

81 911SC; Black on black, California Car, Imported to Canada November 2003. Good black paint, whaletail, good black interior, clean inside and out. Updated motor with: Fresh Weber carbs, MSD ignition, SSI exhaust system, Original Fuchs wheels. Very smooth and fast! Great daily driver or DE car! Price: \$15,500 Contact: Yarko Matkiwsky at (416) 526-3487*

1989 Porsche 964 C4 AWD; A beautiful example of an early 911/964. Black with Tan interior, all updates and required modifications done. Full rebuild, P&C's at 65K miles. Car is a joy to drive. BBS rims with Yokohama tires (worth \$4,000). Momo steering wheel, sport clutch, lowered with Bilstein sport suspension. 613-277-4711. Car is in Ottawa. Price: \$23,500. Contact: Randy Irwin at (613) 277-4711*

74 Carrera Racer: Varac G70 - FS; Well sorted 1974 911 race car. 3.2L twin-plug, high-compression race motor. 300+ HP. 993 TT front brakes, 930 rear brakes with Dual Master and balance bar. 2150 lbs wet. New this year: RSR coilover suspension. 915 gearbox with shortened gears, LSD and transmission cooler system. Always finishes. Very fast, reliable with class wins and many podiums. 2006 Toronto Indy Vintage race Podium Finish. 2009 GT2 Winner of Toronto Honda Grand Prix Vintage Race. 2004 Enclosed Trailex trailer also available: Car: \$45,000, Trailer: \$8,900 Call Tony at (647) 388-1911 or email tguerin@rogers.com*

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Michelin Pilot Sport PS2; brand-new set of two 265/35ZR19 - 19-inch Michelin Tires. Sold the car before using the tires. Price includes Professional mounting and balancing. No Tax. Price \$1,100. Contact John Heppler at (416) 930-3315*

Factory Turbo Twist II Wheels for 964 993 996 997; I am selling a Set of Turbo Twist II that came on 996 2001 Twin Turbo and 996 2002-2005 C4S... 18X8 ET50 & 18X11 ET45. These are Solid Spokes and the Condition is 8/10. Definitely not Concours Condition but will make a great spare, track or winter set. These wheels will fit the Following P-Cars without spacers: 964 Turbo, 964 Turbo S, 964 America Roadster, 964 Special Edition C4 Widebody, 993 C4S, 993 Carrera S, 993 Twin Turbo, 996 Twin Turbo, 996 C4S. Will also fit many other P-Cars with proper spacers. Price: \$900. Contact Farzooq Sayed at zookie_85@hotmail.com*

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

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416 273-7821

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Auto Select, Newmarket
905 853-0442

Daytona Auto Centre, Woodbridge
905-264-9982

EU Autowerks, Woodbridge
905 850-7600

Pfaff Porsche, Woodbridge
905 851-0852

Hockley Autosport, RR#1 Palgrave
905 729-2971

Rudy Bartling / Bestline Autotech, Concorde
905 482-3955

Fiorano Racing, North York
416 741-1696

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

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

EAST

Blaszak Precision Motorsports, Inverary
613 353-7012

Competition Motors, Belleville
613 967-1481

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

Response Engineering, Whitby
416 526-3487

Madeley Automotive & Diagnostic Service
Kingston, 613 634-0306

WEST

Auguste Automobile Service, St. Catharines
905 682-4242

Eurotune, Caledon Village
519 927-9929

Furtmair Auto Services Inc., Kitchener
519 576-9972

Hunter Motorsports, Mississauga
905 272-5137

Leny's Automega, Mississauga
905 803-8473

Keltech Performance, Mississauga
905 565-9888

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PERIPHERAL VISION



John Adam
UCR Historian

Just back from St. Charles, Illinois, where Botho von Bose brought home treasure from the Autocross event, along with Sheryl Beutler's two Art Show trophies. We were honoured to receive a trophy on behalf of Provinz (third place) and our web site (second place). Well-deserved congratulations go to Kye Wankum and Otto Mittelstaedt.

The main Parade hotel was a golf resort. We always enjoy meeting old friends - a feature for us every year. This year, we renewed our acquaintance with Paul Gregor and Sandra Mayr, the Porsche Club contact persons at Porsche AG. Paul is a Canadian from Uxbridge! We also met and socialized with Porsche Cars Canada's Joe Lawrence and Laurance Yap, who are based in Mississauga. They were only able to have a short stay at Parade before dashing off to Saskatoon.

Strangely enough, when we attend Parade, there may be dozens from our Region there, but a number of them never came across our radar screen. That happens each year and I have difficulty understanding it. Perhaps we saw the Ontario license plate in the parking lot at times but we never met the member.


At the hotel, the nicely done Hospitality area served the purpose very well. The Goodie Store was rather sparse. The major on-site dinners were noteworthy for the excellence of the food served in the huge convention facility. Offsite dinner events were somewhat problematic.

Next year, Parade will be in Savannah, Georgia. It's your opportunity to see this part of America in the company of about 1,500 good friends. For folks from Ontario, here is the suggested itinerary.

Depart Mississauga (our base of operations) early on Saturday, July 30, for a drive of 1,605 km (total). Proceed toward Fort Erie, and pick up I-90 to Erie. Have an overnight stop after 980 km in Wytheville, VA. As this is a major highway intersection, there are a number of favourably-priced hotels. After another early start on Sunday, July 31, you complete the last 625 km and arrive at the host hotel in the early afternoon, with enough time to register and get settled in before the Sunday evening Welcome Party. The homeward trip has an overnight along I-79 in West Virginia. For sightseeing along the way, add extra time. If flying to Savannah, you can get there from Toronto or Buffalo with a one-stop flight. Buffalo is cheaper.

I know that you will hear it from others but... elections are coming up in November and we will be determining who manages our club and its activities next year. The new board, in turn, should appoint all the 2011 event chairs before its traditional Planning Meeting on November 28.

We have been members since 1983 and the return we have received for our investment in the club has been very rewarding. The bottom line is that you are getting out of it in proportion to what you put in. It may be time for you to consider getting involved in any number of areas that you have some modest skill at. It's not just about P-cars. It's about people. You and me.

Any member of the board or event chair will be happy to talk to you about the opportunity for you to get involved in the way that you find most enjoyable. Be part of the team and you will be working with some great people, adding your own ideas to make our club even better and having a lot of fun at the same time. 

BOARD MEETING

Minutes for August 3, 2010 - Submitted by John Van Atter, UCR Secretary

Held at: The Musket Restaurant

Attending: Phil Downe, John Adam, Danny Kroll, Richard Roell, Tomiko Murk, Martin Tekela, Laurel Ward, Kye Wankum, Richard Bain, Patrick Michaud and John Van Atter.

Regrets: Del Bruce, Mario Marrello, and Otto Mittelstaedt

Meeting Open: 6:59 PM

John Van Atter

Review and approval of May minutes Moved by Danny Kroll seconded by John Adam and carried unanimously

John Adam

Wine Country Fun Run: now up to a total of 54 participants and should show a minor profit

The Banquet: awards are all being looked after with Porsche Cars Canada assisting.

- Wine list will be available shortly
- Peter Porsche has autographed three copies of a book by his son Daniel
- First ad should be in the September Provinz
- Yorkville Exotic Car Show: would like to present a cheque to the Sick Children's Hospital at the banquet

Richard Bain

Goodie Store report: Richard summarized the written report on the Goodie Store operations at the 2010 Concours that he had emailed to the Board members. Profit including commissions earned was \$365.92. Net receipts totaled \$927.32. We continue to wind down our inventory, which is being replaced by inventory of Nautical White. Book value of our remaining inventory is \$10,973.91.

Upcoming Monthly Socials:

- No venues arranged for any Socials after November of this year.
- His view is that we should not have a Social in December, as he believes the turnout will be dismal. Its date would be December 14, very close to Christmas and in the midst of the office party season, and closely following the date of the Club's Awards Banquet. John Van Atter feels that we should have a December Social. This will be discussed again at the next Board meeting. Richard invited the Board members to contact him in the interim with suggestions for a venue or theme

Financial Reporting:

- Richard proposed that the Board receive monthly, a statement of the operating income or loss of Provinz for the preceding month and the interim period of the current year ending with that month, showing advertising revenues and the expenses incurred grouped in the five categories of expenses that they are booked under.

- He noted that Tomiko had supplied the figures through July, from which it appeared that Provinz had made a small profit in July, on which he congratulated Kye and Phil.
- Richard feels that including the Club's share of membership fees received from PCA as Provinz revenues confuses a discussion or analysis of Provinz financial results and ought not to be done.
- John Adam suggested that the fees could be mentioned in a note. Richard agreed, and said that they could also be included as a line item after the operating profit (loss) line.
- Martin Tekela suggested that the results of Provinz be provided quarterly rather than monthly.
- Patrick Michaud discussed a previous monthly financial report of the Club's activities organized as a spreadsheet so that the reader could determine the contribution to or burden of each area of operation, including Provinz, the DE's, the Club Race, Goodie Store, and cost areas not associated with revenues. He noted that the financial report which Tomiko had tabled contained that information, but was not as user-friendly as a spreadsheet. He and Tomiko will discuss this.
- This will be deferred to the next meeting.

Phil Downe & Kye Wankum

Provinz:

- Phil Downe, Publisher presented Kye Wankum, Editor, with the Third Place trophy for the PCA National Newsletter Contest for 2009.
- It was suggested that a formal presentation take place at the next (August) social.
- We set another record with the August 2010 issue, which marks the 5th straight month of record growth with 1,768 issues of Provinz mailed out.
- The summer growth of Provinz circulation has averaged 2.72% per month since May 2010.
- Provinz continues to enjoy strong support from members and advertisers and is on the best financial footing in recent history.
- Editorial submissions by members have increased dramatically and once again we find ourselves lacking space to print everything Kye would like to print.

Member Recruitment Postcards:

- The Q3, 2010 – Member Recruitment Postcards were distributed to the Board
- Phil is asking again that every director and member continue to promote the use of these cards with UCR still leading North America in both net growth and factored growth.

Advertising

- Provinz welcomes new advertiser Dent Doctor for the month of August.

Danny Kroll

Rally September 18th: has been promoted at all events there have been some signups already. >

> **Eshel Zweig's Argo Day:** there hasn't been a good response as yet.

Email: It has been noted that a member has been soliciting through email to some members, all email lists are confidential and in future emails sent out should use bcc.

Patrick Michaud

Nominating Committee: a message will be published in the August Provinz asking for any nominations and that they be forwarded to Patrick.

- A similar message will be advised to the attendees of the August social.
- The Nominating Committee has several expressions of interest, and is awaiting two confirmations for the role of director.

Laurel Ward

Multi-Event Weekend:

- Registration Shaping up well, 19 registrations (35 people) and more to come, half way through marketing the event with two months to go
- Attrition Clause of 15% was exercised by August 1 and room commitment is set for 34 rooms. Further attrition clause of 5% can be exercised until 48 hours prior to event.
- Subsidy from PCA National is not applicable to this event but applies to Multi Region Events.
- Given this is the first time in 10 years that we are resurrecting this event in not a strong economy, we are very pleased with how it is shaping up.
- Andy Wright will be at the next Board of Directors meeting to provide update

New Events: Jack Boxstrom

- Has kindly offered to organize a club tour of RM Restorations as well as an "Automobilia Auction" with the proceeds going to charity.
- Both events were positively supported by the Board and will see when timing can work.

Martin Tekela

Per Wayne Spiegelberg: The Club Race:

- Was well attended by both racers and DE drivers and should show a profit this year, reversing last year's loss.
- Wayne has also announced that he and Ken Jensen will not return as chair and registrar next year. They are both willing to act as consultants for their replacements.

Membership: Continues to grow with 34 new members in the month of July 2010. UCR now has 1596 primary members and 1085 affiliate members for a grand total of 2681.

New Business:

- Flowers were sent to Dave Osborne in honour of his mother.
- The UCR tent has been dry-cleaned at a cost of \$50.00.

**Next meeting will be held at The Musket
September 7th.**

Meeting adjourned at 8:37 PM ☸

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kbergmanis@bplawyers.ca

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