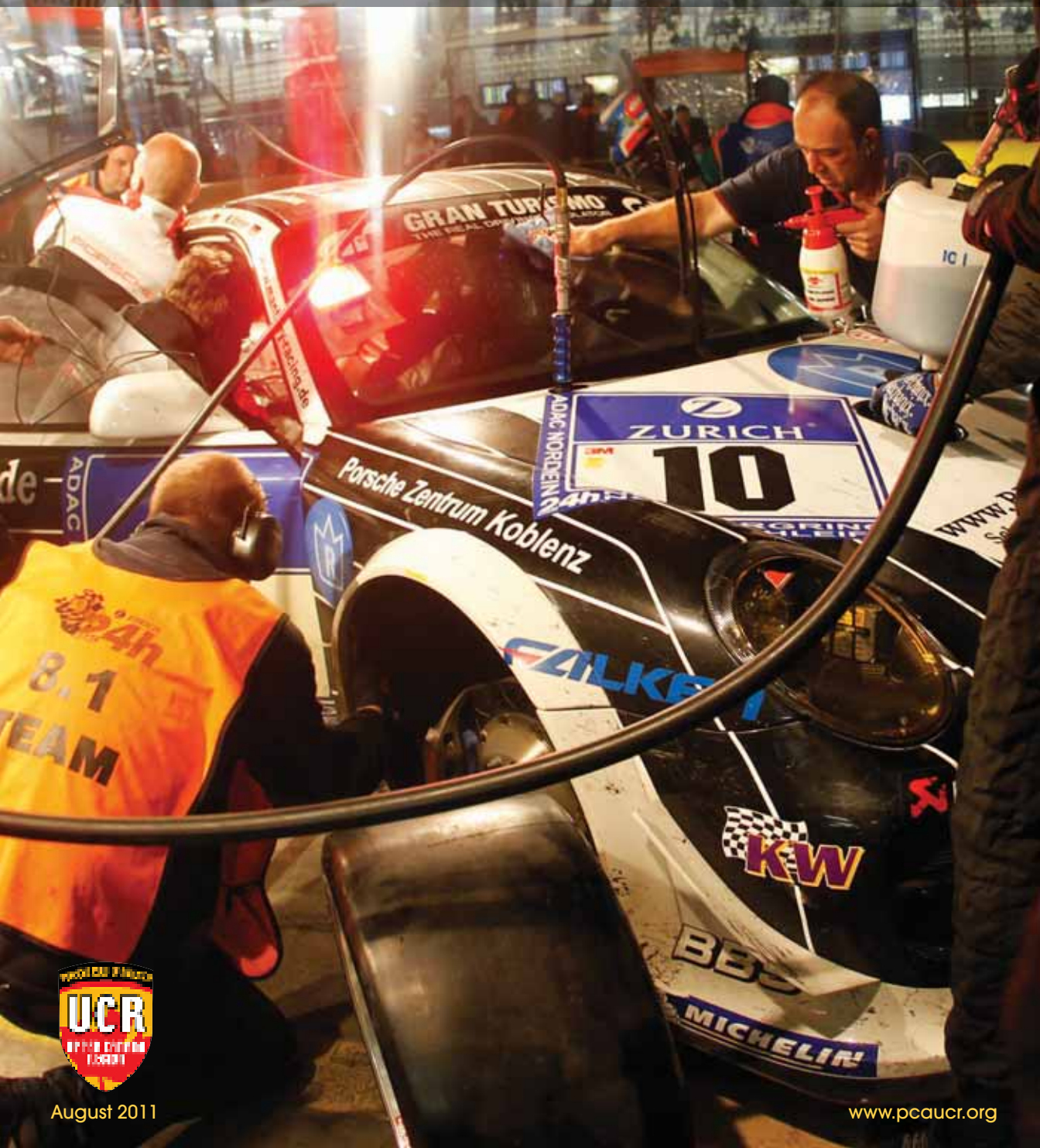


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The Journal of Upper Canada Region of the Porsche Club of America



August 2011

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Busy Pit Stop at the Nürburgring 24 Hour Race - see more coverage inside;  
Photograph, courtesy of Porsche AG Press Archives



# PRESIDENT'S MESSAGE



**Mario Marrello**  
UCR President

Summer is here and it's definitely been worth waiting for. Although our spring was cold and wet, summer has been hot and dry - great weather for driving my cabriolet, especially on weekends.

I think by now, most of you know that I tend to write about upcoming events, but I thought this month I'd also write a bit about my experience with the club.

First, let me start with my car. My 944S2 Cabriolet is the car that first got me interested in the club. The 944 was my dream car; I wanted a 944 ever since I saw one from my seat on a TTC bus, commuting to my summer job. It was 'love at first sight'. I immediately went to my library of car magazines to find out more about it. Not only was it a Porsche but it was relatively affordable! Unfortunately, I was a university student on a summer work program at the time and even affordable Porsches were out of reach.

I didn't get my Porsche immediately; life got in the way, but eventually the opportunity came up in 2000 and I found a great example: a red 1989 944S2 Cabriolet with low mileage. I didn't even consider a cabriolet until I saw this car. It was gorgeous (and still is).

I joined PCA a couple of months later. I didn't even know a club existed at the time, but I went online and looked up information about local car clubs and lo and behold, PCA came up. I signed up immediately and ordered the complete set of 'up-fixing der Porsche' books - an 11 volume compilation of technical articles from Porsche Panorama, dating back to 1956. What a treasure.

I'm always interested in how people get involved in our club. Some are brought on by friends, others by mechanics and dealers. How did you find out about PCA? What are you looking for from the club?

I joined because, in addition to wanting the car, I also wanted to learn how to drive it properly. After all, this is a Porsche with 50/50 weight distribution, a pretty decent

engine and, of course, great handling. Participating in a DE event wasn't on the radar initially; I was more interested in autocross. Unfortunately, there was no autocross event in UCR in 2000, but that changed in 2003. Dave Stormont brought autocross back to UCR (it had existed previously) and I took over running that event in 2006 and never looked back.

I still have my 944S2, although it's definitely been driven a lot more in the past 11 years than the first 11 years of its life. I'm convinced Porsches like to be driven. It seems the more I drive it, the better it gets. I'd like to think it's a much happier car with me.

Now, onto the August events:

The PCA parade takes place from July 31 to August 6 in Savannah Georgia. You may be coming back from the parade when you read this.

We also have the Collingwood fun run on August 7. Fun runs are very popular with many of our members and are a great way to meet fellow members and enjoy your car on scenic routes throughout Ontario.

Our August social is at Pfaff Outlet in Oakville. Pfaff outlet is a boutique-style sales and leasing facility that focuses on European luxury cars, but specializes in the Porsche brand.

A UCR DE event closes the month on August 27 and August 28 in Shannonville. If you've never been to Shannonville, you owe it to yourself to give this track a try. It's a very technical track with a lot of learning opportunities for you and your car.

Until next time, take care and drive safe,

Mario Marrello 🌀



# 2011 Calendar of Events

Please check future issues of Provinz, as details for some events are yet to be confirmed.  
As always, for last minute updates on all events, please visit the UCR website at [www.pcaucr.org](http://www.pcaucr.org)

## JANUARY

11 Tues UCR Social Meeting at Boom Restaurant, Toronto

## FEBRUARY

8 Tues UCR Social Meeting at Mandarin Restaurant, Rexdale

26-27 Sat-Sun PCA Tech Tactics in Easton, PA

## MARCH

4 Fri UCR Ski Day at Osler Bluff Ski Club

8 Tues UCR Social Meeting at The Musket Restaurant, Etobicoke

## APRIL

12 Tues UCR Social Meeting at Mimico Cruising Club

16 Sat UCR Skid Pad School at Mosport (IDS)

17 Sun UCR Autocross at the Toronto Star facility in Woodbridge

30 Sat UCR Skid Pad School at Mosport (IDS)

## MAY

1 Sun UCR Open House at Canadian Air & Space Museum, Downsview Park

7 Sat Muskoka Spring Fun Run

10 Tues UCR Social Meeting

14-15 Sat-Sun Driver Ed at Mosport

28 Sat Beaver Valley Fun Run

26-29 Thu-Sun Zone 1 Club Race at Watkins Glen

27-29 Fri-Sun UCR Spring Tour

29 Sun UCR Autocross at the Toronto Star facility in Woodbridge

## JUNE

10 Fri UCR DE Instructor Day

11-12 Sat-Sun UCR Driver Ed at Mosport

12 Sun UCR Concours d'Elegance at Mosport

14 Tues UCR Social Meeting  
Piazzetta2 at 936 Eglinton Ave. West

17-19 Fri-Sun Zone 1 48-Hours at The Glen

19 Sun Yorkville Exotic Car Show

25 Sat UCR Rally #1

## JULY

9 Sat Bear Manor Fun Run

12 Tues UCR Social Meeting at Downtown Porsche

15-17 Fri-Sun NNJR/UCR Driver Ed at Mosport

23-24 Sat-Sun Porscheplatz at the ALMS Race at Mosport

29-31 Fri-Sun PCA Club Race hosted by UCR at Mosport

31 - Aug 6 PCA Porsche Parade, Savannah, Georgia

## AUGUST

7 Sun Collingwood Fun Run

9 Tues UCR Social Meeting at Pfaff Outlet Oakville

27-28 Sat-Sun UCR Driver Ed at Shannonville

## SEPTEMBER

10 Sat UCR Rally #2 - Details TBD

11 Sun UCR Autocross at the Toronto Star facility in Woodbridge

13 Tues UCR Social Meeting at The Car Studio in Toronto

16-18 Fri-Sun Targa Manitoulin

24-25 Sat-Sun UCR Driver Ed at Mosport

## OCTOBER

1 Sat Muskoka Fall Fun Run

9 Sun UCR Autocross at the Toronto Star facility in Woodbridge

11 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org))

15-16 Sat-Sun Driver Ed at Mosport

22 Sat UCR Rally #3 - Details TBD

- - Multi Event Weekend - Details TBD

## NOVEMBER

8 Tues UCR Social Meeting and Election (visit [pcaucr.org](http://pcaucr.org))

19 Sat UCR Awards Banquet

## DECEMBER

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

# SOCIAL EVENTS



**Isabel Starck**  
**UCR Socials Chair**  
(416) 887-0386  
isabel@  
sportscarboutique.com

**U**CR Monthly Socials are held on the second Tuesday of each month, excluding December. Venues vary and will be updated on both the UCR web calendar and in Provinz magazine. Meet and greet your fellow members starting at 6:30p.m. Dinner is scheduled to begin between 7:00 -7:30p.m., followed by our guest speaker for the evening.

Monthly Socials are a place for members to gather, discuss, and socialize with fellow members. Initially, they began as quick get-togethers and then developed into a venue where fellow members could truly get to know one another. Unfortunately, in the past few years, attendance has declined. My goal is to re-develop our monthly Socials to become a place that will appeal to all members alike. During this re-building time I ask you, as fellow UCR members, to share with me any comments and/or suggestions you may have to make these monthly events interesting to you personally. Although it is impossible to fulfill everyone's desires, I will do my utmost to incorporate as many new, exciting, and interesting ideas I receive from you as I can. Thank you in advance for your feedback. I look forward to seeing you at our next Social.

## Upcoming Events

**Tuesday, August 9, 2011**

**Pfaff Oakville, 1-2416 Wyecroft Road,  
Oakville, L6L 6M6 (905) 469-8854  
www.pfaffoutlet.com Speaker: John Pera**

Pfaff Outlet Oakville is a boutique-style sales and leasing facility that focuses on the European import segment of the luxury automotive market – specializing in the Porsche brand. They are a division of Pfaff Automotive Partners – an Ontario based automotive dealer group that represents the McLaren, Audi, Porsche, Toyota and Volkswagen brands. Pfaff Oakville Manager John Pera will be our host for the evening. The event will feature food and drinks courtesy of Pfaff Oakville Outlet.

**Tuesday, September 13, 2011**

**The Car Studio, 44 Steinway Blvd.  
Toronto, M9W 6S9 (416) 679-9338  
Speakers: Dave Hazan & Steve Campion, Photographer**

The Car Studio shares the relentless passion of car enthusiasts in the GTA. It's what drives them to create stunning images that immortalize their clients' vehicles. Just the right angle, lighting, background selection and meticulous retouching all come together to create the magic of images you'll admire for years. Located in the GTA, and with plenty of free parking, their unique facility is conveniently situated where the 427 meets the 407. Join us for an exciting new venue, while picking up some tips from the pro himself on racing and car stills photography. Cheat sheets will be made available at the event. Food and drinks, courtesy of The Car Studio.

## Past Events

Photos on Page 15

**T**he July 12th Social featured a typical Toronto Summer evening: sunny skies, a nice breeze, the scent of BBQ in the air. UCR members and guests were welcomed by the friendly staff of Downtown Fine Cars – Porsche, our hosts for the evening. For many guests, this was an opportunity to see first-hand the brand new Downtown Porsche dealership. As we mingled with fellow members, the fearless BBQ man braved the heat from the grill and the sunshine. Earlier, a gust of wind had broken his umbrella.

As always, DFC drew one of the largest crowds of the year. At capacity, I counted approximately 140 guests in total. I was quite pleased with the turn-out, as my goal was to reach 150 guests for this event. As our slogan says: "it's not just about the cars, it's about the people". A formal welcome from Mrs. Helen Ching Kircher, General Manager and CEO of DFC, led us into the evening and directly to the fine fare of German sausages, a favorite amongst Club members. We were delighted to welcome fellow UCR member and GT3 Cup Challenge competitor, Robert "Dr. Bob" Seitz, as our speaker. Luckily, he was available to fill in at the last minute for Laurance Yap, who was called away to Germany that day.

Bob guided us through his history in racing which led him to compete in the inaugural Canadian GT3 Cup Challenge Series. His speech was informative and thorough, his candidness quite amusing. Following was the DFC staple of "Porsche Trivia" announced by Chris Plater, DFC Sales Manager. The shouting of answers by members is always an amusing sight as it reflects our competitive nature, whether on or off the track.

On behalf of all club members, I would like to extend our sincerest gratitude to Mrs. Kircher and the DFC Team for a wonderfully hosted event.

WELCOME!

# NEW MEMBERS

Name	Location	Model	Thanks To
Albert & David Aggio	Milton	07-Cayman	Milton Import Car Centre
Brian Alexander	Uxbridge	87-911	
Peter Ban	Toronto	04-911GT3	
Rajiv Bindlish	Mississauga	11- Cayman	Ron Bell
Gaetan & Guillaume Blais	London	99-911	
Enzo & Emmanuella Cerminara	Oakville	04-911	Mantis Racing
William Chiu	Pickering	05-911	
David Crichton	Toronto	73-911	John Finkelstein
Brian Curtner	Toronto	92-911	Yorkville Exotic Car Show
Tim Cusimano	Brampton	86-944	
Joshua & Danielle Death	Waterdown	06-911	Mantis Racing
Alastair Dickie	Toronto	96-911	Andreas Trauttmansdorff
Christopher Dossett & Barbara Williams	Toronto	08-911S / 07 Boxster S	Website
Alan & Janet Dunkley	Caesarea	06-911C4S	
Bruce Furlong	Oakville	07-911GT3RS	
Brian Giberson	Markham	08-911T	Previous Member
Jonas Grupiljonas	Toronto	88-944S	
Marc Hache	Burlington	01-911C4	
Jack Leyton	Peterborough	12- Boxster S	
Howard Lipshitz & Sarah Lewis	Toronto	00- Boxster	
Barrington Lue Sang	Toronto	08-Cayman S	
Randy & Robert Martin	St. Catharines	91-911	
Steve Mayhew	Toronto	95-911	Yarko Matkiwsky
Anthony & Kathie Ng	North York	03-Boxster	

Continued on page 15

CONGRATS!

# ANNIVERSARIES

**30**  
YEARS

Mark & Angie Herring

**25**  
YEARS

Alan Deinhardt

**20**  
YEARS

Blake Cutcliffe  
David & Vivian Dick  
Wilfrid & Antonietta Johnsen  
Peter & Janet Mosney  
Jack & Karen Webb

**15**  
YEARS

Penny Lecourt  
Dan Ostler

**10**  
YEARS

TBernard Cho  
Patrick & Penny Ferrier  
Dieter & Denise Frees  
Kent Kwan

**5**  
YEARS

James Connelly  
Allan Ellis  
Stephen Fowler  
Adam & Diana Ivers  
John Jentz  
Scott Lamb  
Claire Malterer  
Colin & Gail Meakin  
Bernard Melloul  
Manu Panwar  
James Pearson  
Eugene & Karin Rovinelli  
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# EDITOR'S RAMBLINGS



**Kye Wankum**  
Editor

**W**ow! It's been hot! Personally, I'm glad I haven't had to race in this heat. Days like that are better spent lounging by the pool... However, I did manage to take in the ALMS race at Mosport this past weekend, where my focus was on one of our own members, Marco Cirone, running in both, the American and the Canadian series of the IMSA Porsche 911 GT3 Cup Challenge. Marco drove his 6th Gear Racing 911 GT3 Cup to wins in the Saturday and the Sunday races of the Canadian series, and to a fourth place (out of 30 or so) in the Sunday race of the American series. Marco's car is prepared and maintained by Provinz advertiser, Bestline Auto Tech, which also looks after the race engineering and track support. Congratulations to our homeboys!

Last month, I indicated that I wanted to start something new with the outside back page of this newsletter. Our advertiser, Aurora Financial /Jeff White, has presented us with reprints of Porsche factory racing posters for over five years now. Since there are only so many available in the Porsche AG press archives, we've had to repeat some of them numerous times in the past. Now Jeff has graciously agreed to turn his advertising page into a members' art forum.

To start things off, I decided to run a photograph by member Don Neill, which I had noticed browsing through the 'Latest Galleries' area of our website, and which struck me for its beauty, simplicity and artistic value. It was this image that actually sparked my idea to turn the back page into a members' art forum. As I said to Don Neill, the image, to me, had the quality of a child's innocent

drawing, with the exception that a child would likely not choose to draw this type of image.

What is art and what isn't, being a somewhat subjective matter, I want to open this opportunity up to everyone and to all media that can be reproduced in print, as well as to your comments. So, as I said last month, pick up your cameras and your paintbrushes and send in your work. For now, we'll simply accept all comers, with contests coming further down the road. Art that we don't have room for in the magazine will be published on the UCR website. But please, keep the subject matter related to Porsche cars and/or UCR events and activities.

Lastly, speaking of contests, we are working on a very special 35th Anniversary issue of Provinz for next month. Look for a UCR Who's Who Contest, where we will publish photos of 'prominent' UCR members from 1976, for you to match up with their names. Three beautiful prizes, courtesy of Paragon Competition, will be awarded to those who match up the most photos with the correct names.

Enjoy the summer!



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# THE WAY WE WERE...

## 25 Years Ago

We added Performance Cars, Green & Ross and Pirelli as advertisers. We had grown to 20 pages. The Rothmans-Porsche Challenge car was on the cover. Chris Plouffe had become a new member. 356ers picnicked with the Blackstone's. Parade was on in Portland, ME and there was a 24-hour endurance race for the 944 Turbos at Mosport. We had \$2,084 in the bank at the end of June, according to treasurer Moira Bartram. We reported on a luncheon meeting with Tony Lapine, head of the Porsche design studio at Weissach. Rosemary Adam wrote about her first time on track at Shannonville with instructor Brian Hardacre - that was our first solo track event, held June 27.

## 20 Years Ago

President (old) Phil White was his usual funny self. David and Adele Gaunt came first in the rally, according to Allan Spivak. Al Solaroli hosted a charity picnic on behalf of The Children's Wish Foundation. Your writer, and Zone 11 rep at the time, reported on a trip to Germany, including Zuffenhausen and the Schlumpf Museum in Mulhouse, France, and the Le Mans race. Sadly, we reported on the passing of treasurer Bill Cook. Marc Plouffe reported on our upcoming Mosport DE event. Registration cost \$75. Howard Dexter talked tires. He could always be counted on for an interesting and occasionally controversial article. Bruce Farrow had a column called Classic Porsches. David Gaunt's Tech-Talk was on the subject of correct tire pressure on track. Crawford Reid's Turbo Talk covered his new turbo on a trip thru the US and also on track with instructor Derek Hanson. A long feature by William Wayne called "The Room With One Door" talked about buying his first Porsche.

## 15 Years Ago

John Van Atter makes the cover with his 944. DE weekend registration was up to \$200. Andy Wright and Ian John reported on the hugely successful Multi-event Weekend. Our first ever club race was August 3 & 4. Jay Lloyds took us on his adventures in Thailand. John Van Atter was promoting the upcoming UCR wine tasting event. Peripheral Vision was a new two-page spread at the back of Provinz.

Contributed by John Adam, UCR Historian



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# DRIVER ED



## UCR Driver Ed Dates for 2011!

*Mark Your Calendars Now!*

### **Introductory Driving School**

**Saturday, April 16th** - Mosport Training Facility

**Saturday, April 30th** - Mosport Training Facility

**Saturday August 27th** - Shannonville Facility

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

### **Driver Education Programme Dates**

**Saturday & Sunday, May 14th & 15th**

**Mosport Grand Prix Track**

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

**Saturday & Sunday, June 11th & 12th**

**Mosport Grand Prix Track**

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

**Friday thru Sunday, July 15th, 16th & 17th**

**Mosport Grand Prix Track**

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

**Saturday & Sunday, August 27th & 28th**

**Shannonville Full Track and IDS**

Saturday Evening Dinner Social where someone will win a set of tires!

**Saturday & Sunday, September 24th & 25th**

**Mosport Grand Prix Track**

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

**Saturday & Sunday, October 15th & 16th**

**OktoberFiesta at Mosport Grand Prix Track**

Multi Marque Event with German Beverages and a Spanish Flavor, Porsche, BMW, Audi, Mercedes Welcome!

For questions regarding UCR  
DE registration, please contact  
**[registrar@pcaucr.org](mailto:registrar@pcaucr.org)**

## UCR IDS and DE at Shannonville

Photos from the 2005 Introductory Driving School and Driver Education event at Shannonville by Graham Jardine





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## 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:  
[kyle.wankum@rogers.com](mailto:kyle.wankum@rogers.com)

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# UCR Tech Session

## Porsche Alphabet Soup

by George O'Neill, UCR Tech Editor

Recently flipping through the 169-page Panamera marketing brochure (...or should I say book!), I could not help but notice the rather large number of acronyms used to describe everything from tire pressure (TPM – Tire Pressure Monitoring) to video screens (PRSE – Porsche Rear Seat Entertainment). Acronyms, of course, have the purpose to shorten often-used phrases and to bring emphasis to repeated terms. I counted seventeen unique acronyms in the Panamera brochure, repeated dozens of times. Thankfully they were actually being used, otherwise the brochure would have been most likely well over 200 pages!

Listed below are those acronyms, more or less in the order I came across them while reading the brochure, along with a brief description of each. Although some are not unique to Porsche, most are.

I hope you find this as interesting as I did, since many acronyms are used across all Porsche models, and you can always entertain family and friends at summer BBQ's with your newfound knowledge of Porsche trivia.

### **PDK – Porsche Doppelkupplung**



Please do not call this transmission an automatic! Essentially two gearboxes in one, with seven speeds that can be utilized in full manual or automatic modes, this double-wet clutch trans-

mission is faster at shifting than people, and more fuel efficient compared to manual transmissions.

### **PTM – Porsche Traction Management**

Some might think this is Porsche's version of posi-traction, but that would be overly simplistic. PTM consists of permanent all-wheel drive with an electronically controlled multi-plate clutch, an automatic brake differential, and anti-slip regulation to ensure power is delivered effectively to all wheels to ensure the best traction.

### **DFI – Direct Fuel Injection**

Not necessarily unique to Porsche, DFI injects fuel directly into each combustion chamber for more efficient burning, therefore creating less heat (less wasted energy) and better fuel efficiency.

### **TPM – Tire Pressure Monitoring**

Displays on the instrument cluster the current air pressure for each tire.

### **PASM – Porsche Active Suspension Management**

Much more than just "smart" shocks, suspension damping forces are continuously adjusted as the vehicle rolls down the road to provide the driver with the firmness selected by one of three modes: Normal, Sport and Sport+.

### **PDCC – Porsche Dynamic Chassis Control**

Part of the air suspension, PDCC provides active anti-roll settings so the vehicle remains flatter in corners.

### **PTV – Porsche Torque Vectoring**

Provides greater stability by applying the brake slightly to the inside rear wheel, creating a twisting moment to stabilize the vehicle while driving through a corner.

### **PSM – Porsche Stability Management**

Stabilizes the vehicle by applying the brakes to individual wheels as directed by sensors to bring the vehicle back in line with the intended direction.

### **LED – Light Emitting Diode**

Not unique to Porsche, LED lights are becoming popular as the main lighting components, both front and rear, on vehicles.

### **PDLS – Porsche Dynamic Light System**

Speed and steering angle sensitive lighting that swivels the lights slightly for turns into corners for better visibility. Fog lights are also automatically activated based on conditions.



### **PCCB – Porsche Ceramic Composite Brake**

The pinnacle of current braking technology, ceramic brakes provide much enhanced stopping power. Developed as part of the Porsche racing program, PCCB disks are also about 50% lighter than comparable steel disks.

### **POSIP – Porsche Side Impact Protection**

Consists of air bags to protect the body and head during a side collision.

### **PCM – Porsche Communication Management**

Touch screen to control GPS, radio and telephone communications.

### **PVTS – Porsche Vehicle Tracking System**



Enables remote location of a stolen vehicle. May not be available in all countries.

### **PRSE – Porsche Rear Seat Entertainment**

Screens attached to the back of the front seat head restraints to display DVD movies, and pictures.

### **LCA – Lane Change Assist**

Uses radar sensors to alert the driver to vehicles within the side blind spot or fast approaching from behind.

### **VTG – Variable Turbine Geometry**



In turbo-charged engines, the vane geometry is automatically adjusted to help extract the most power across the engine's power band.

The above was intended to be a brief introduction to each of these technologies. To learn more, check out the photos and videos Porsche has made available on its technology micro site. Since the website URL changes country by country, the easiest way to find the site is to use Google to search for "Porsche Technology Microsite".

Enjoy the summer BBQ's with your new knowledge! ☼

Photos were obtained on various Porsche AG websites





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## New members continued from page 7

Robert Offley & Michael Callahan  
Vince & Rebecca Partap  
Steven Revoy  
Jason Seto  
William Shubat  
Peter Struk  
Daniel Sun  
Irving Teper & Karen Hacker  
Peter Thorup  
Jacinth Tracey  
Darren Vanecko  
Ramon & Jason Villafranca

Markham  
Richmond Hill  
Pickering  
Toronto  
Etobicoke  
Toronto  
Richmond Hill  
Toronto  
London  
Toronto  
St. Catharines  
Burlington

73-911RS  
11-911  
08-Cayenne S  
07-911C4  
06-911  
06-911  
08-911T  
12-911  
87-911  
02-911  
05-911  
04-911

Downtown Porsche

Mantis Racing

# July Social at Downtown Porsche

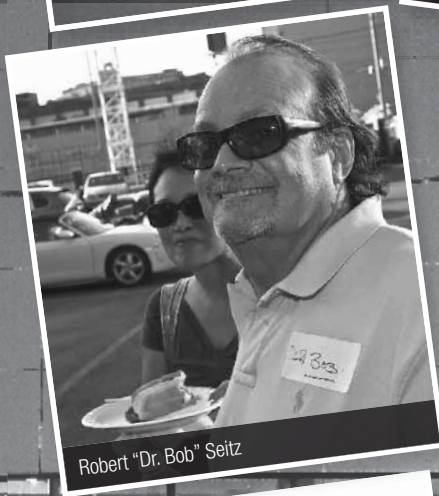
Photographs by Eshel Zweig



The all-new Downtown Porsche Showroom



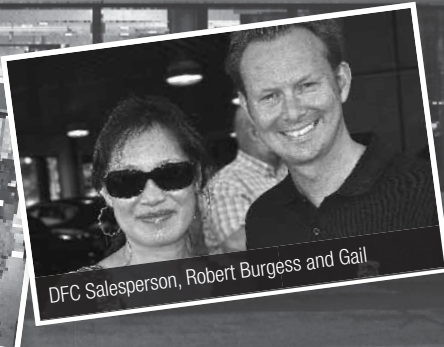
The UCR Presidential Family, Karen, Mario and Paul Marrello



Robert "Dr. Bob" Seitz



UCR Club Race Chair, Mike Edmonds



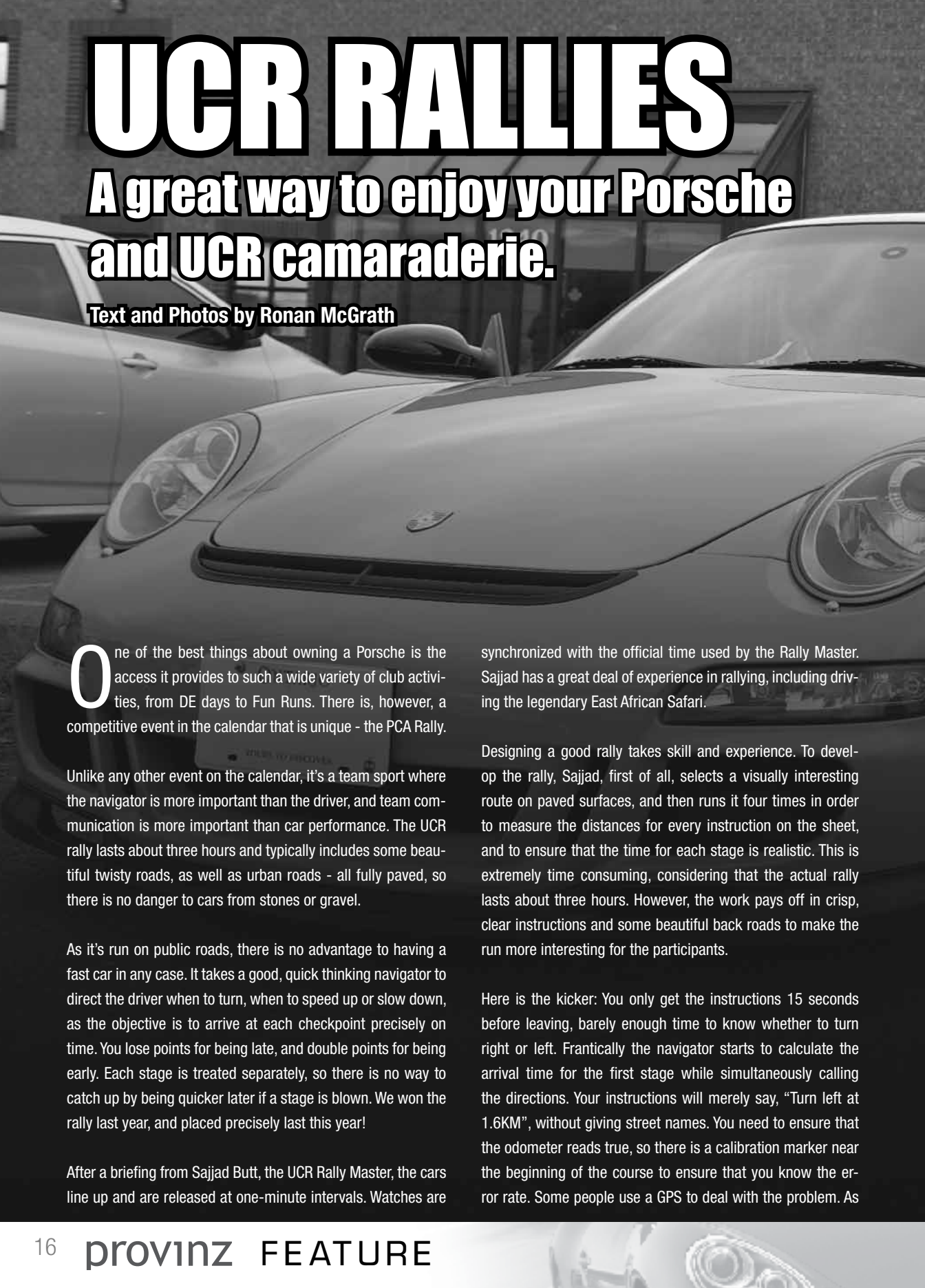
DFC Salesperson, Robert Burgess and Gail

PORSCHE

# UCR RALLIES

## A great way to enjoy your Porsche and UCR camaraderie.

Text and Photos by Ronan McGrath



One of the best things about owning a Porsche is the access it provides to such a wide variety of club activities, from DE days to Fun Runs. There is, however, a competitive event in the calendar that is unique - the PCA Rally.

Unlike any other event on the calendar, it's a team sport where the navigator is more important than the driver, and team communication is more important than car performance. The UCR rally lasts about three hours and typically includes some beautiful twisty roads, as well as urban roads - all fully paved, so there is no danger to cars from stones or gravel.

As it's run on public roads, there is no advantage to having a fast car in any case. It takes a good, quick thinking navigator to direct the driver when to turn, when to speed up or slow down, as the objective is to arrive at each checkpoint precisely on time. You lose points for being late, and double points for being early. Each stage is treated separately, so there is no way to catch up by being quicker later if a stage is blown. We won the rally last year, and placed precisely last this year!

After a briefing from Sajjad Butt, the UCR Rally Master, the cars line up and are released at one-minute intervals. Watches are

synchronized with the official time used by the Rally Master. Sajjad has a great deal of experience in rallying, including driving the legendary East African Safari.

Designing a good rally takes skill and experience. To develop the rally, Sajjad, first of all, selects a visually interesting route on paved surfaces, and then runs it four times in order to measure the distances for every instruction on the sheet, and to ensure that the time for each stage is realistic. This is extremely time consuming, considering that the actual rally lasts about three hours. However, the work pays off in crisp, clear instructions and some beautiful back roads to make the run more interesting for the participants.

Here is the kicker: You only get the instructions 15 seconds before leaving, barely enough time to know whether to turn right or left. Frantically the navigator starts to calculate the arrival time for the first stage while simultaneously calling the directions. Your instructions will merely say, "Turn left at 1.6KM", without giving street names. You need to ensure that the odometer reads true, so there is a calibration marker near the beginning of the course to ensure that you know the error rate. Some people use a GPS to deal with the problem. As



the instructions do not include any street names, nav systems in modern cars are useless, so a clipboard, a calculator and stopwatch are important. Alternatively, a GPS system can calculate average speed. At each checkpoint, the arrival time is recorded on your time sheet by the rally officials.

We all start the rally promising ourselves a cruise in the country, but the competitive juices kick in after about 30 seconds. A highlight of the June rally was seeing one keen competitor stopped at a red light. He jumped out of the car and ran over to push the pedestrian button to get the light to change! However, since average speed is the key, there is little point in taking a penalty (and maybe an invitation from the OPP for a day in court), by speeding. All times are calculated by reference to posted speed limits, but constant recalculation is required to ensure that you are not too far ahead or behind. Of course, it is possible to follow the car in front of you, but people take wrong turns frequently, so it's best to run your own rally. Sometimes rallies are designed to loop back, which creates the disconcerting experience of seeing a line of Porsches coming towards you and the momentary panic that you have it completely wrong.

How do you win? Victory is usually in the hands of the navigator and having a driver who follows instructions precisely. There is no time for debate about the right direction. Of course, if you take a wrong turn and miss a checkpoint, as we did in June, then the chances of victory slip away rapidly. The main objective, win or lose, is to have fun, and it is a very easy event for someone who has never tried it before. The UCR event is designed at a level that accommodates people with no experience, and if you get the addiction, there is always the major rally at the Porsche Parade each year, which is longer and much tighter on timing. Our UCR event times each stage to the minute, whereas the Porsche Parade rally uses 100th of a second for each stage.

It's a wonderful way to enjoy your Porsche, whether it's a 2011 or a 1961. We will be back for the Fall Rally on September 10 and hope to see some new faces at the event. All PCA members are more than welcome! Registration is simple and can be done on the UCR website. Just select the Driving/Tech section and you will find the registration forms under the Rally section. ☒



# 2011 ZONE 1 AUTOCROSS

AUGUST 27TH - 28TH, 2011  
MOORE AIRFIELD FT. DEVENS AVER, MA

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Registration opens 8:00 a.m. sharp, first car off approx 9:15 a.m. Porsche cars only. Dinner on Saturday night after the event.

## COST

\$60/person early bird-registration until 8/12/11

\$85/person after 8/12/11

\$45/person for Saturday dinner

Amounts are for one or two days

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You must book by 7/28/11 for group rate

## EVENT CONTACTS

Zone 1 Autocross Chair: Don Coburn

Zone 1 Registrar: Aaron Ambrosino

(518) 729-0017

Links to the PCR's and other event info will be posted on the

Zone 1 website: <http://zone1.pca.org>

(516) 804-2562 [autoxerpca@aol.com](mailto:autoxerpca@aol.com)

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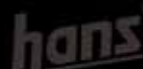
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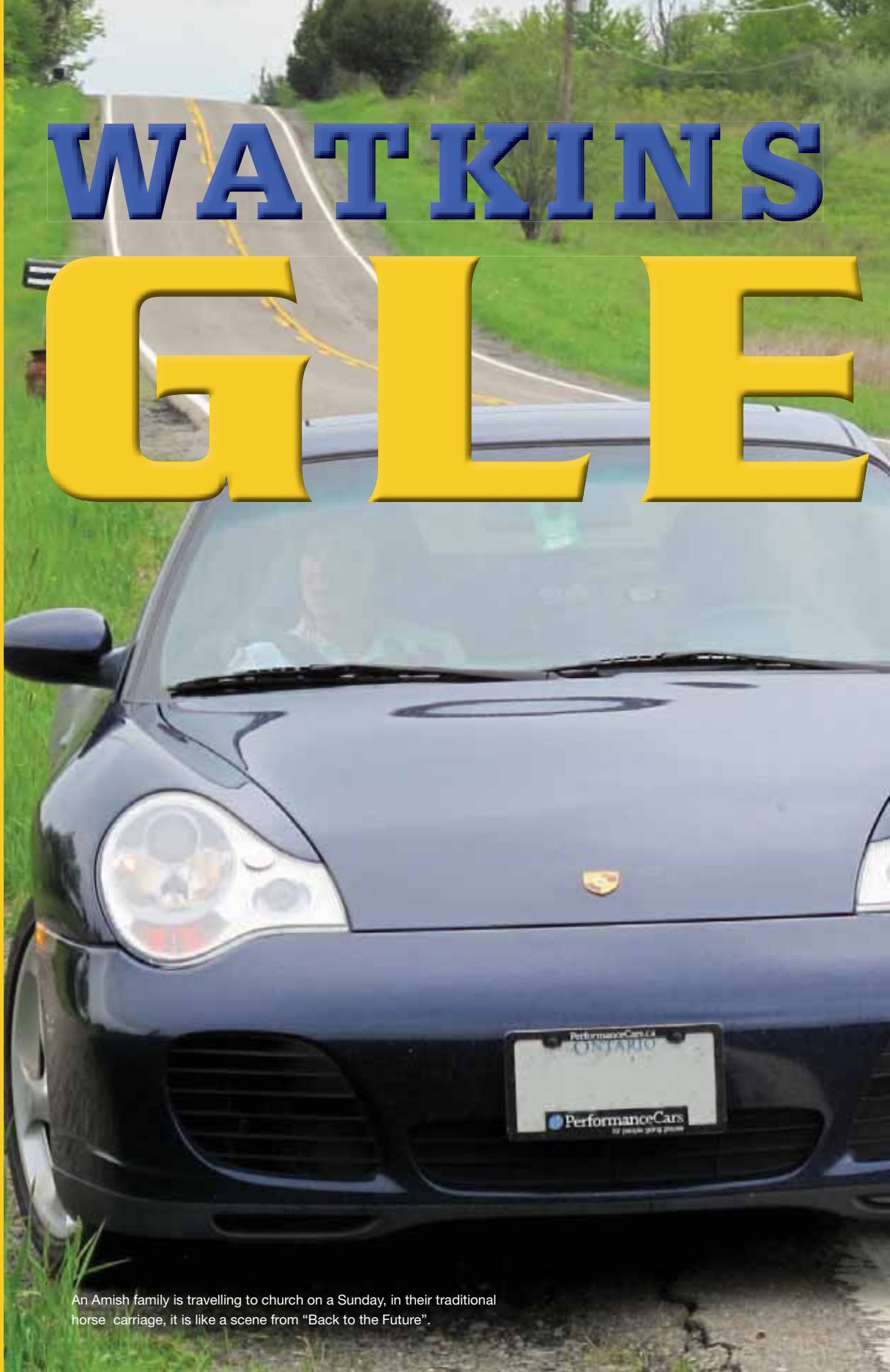


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# WATKINS

# GLE



An Amish family is travelling to church on a Sunday, in their traditional horse carriage, it is like a scene from "Back to the Future".





By Sandra and Jansin Ozkur,  
UCR Members at Large >



Heading out to cottage country to enjoy the great outdoors is one of Canadians' favorite summer pastimes; unfortunately, it can be exhausting just getting there. Driving through the GTA can add hours to your trip, not to mention the frustration of sitting in traffic when you could be sitting on the beach. A quicker escape lies just across the border in the Finger Lakes Region of New York State. Just three hours from Niagara Falls, you will find all that cottage country has to offer with less traffic congestion. These lakes are home to historical towns, wineries, quaint inns, restaurants, campgrounds and summer cottages.



The Finger Lakes region is the perfect destination for golfing, hiking, fishing, hunting, boating or wine tasting. Head out from Niagara Falls and take the scenic route on the south side of the lakes. This road winds its way through rolling farmland, coniferous forests, sleepy villages, and hillside vineyards. At the top of a ridge you pass through a state-of-the-art wind farm; gigantic turbines whirl overhead as far as the eye can see! This is also Amish country, pass through on a Sunday and you will get a glimpse of the past, seeing families travel to church in their traditional horse-drawn carriages. It's unbelievable how technology has evolved, quite a contrast between the original one-

horse powered carriage and my modern 320 horse powered carriage, like a scene from "Back To The Future".

Situated at the southern-most tip of Lake Seneca, you will find Watkins Glen, a quaint little town that offers up more than its fair share of things to do. Arriving in Watkins Glen, you may choose to stay right in town or find a bed and breakfast just up the valley. The beautiful Harbor Hotel sits right on the lake with access to a marina and wharf outside the front door. The lake offers endless possibilities for outdoor recreation. Sailing, kayaking, canoeing, jet skiing, fishing or swimming are available in town. At the end of the wharf you can board a yacht for a sunset dinner cruise with live music on board. A fishing charter will take you to the best spots on Seneca lake, which is over 600 feet deep and populated with rainbow and lake trout, small and large mouth bass, and northern pike.

The historical main street is an eclectic mix of commercial offices, retail shops, restaurants and art galleries. You can find a great cup of coffee and homemade pastries at the Glen Mountain Bakery And Market. Wine bars, boutiques, brewpubs, antique dealers, as well as an authentic general store make for an interesting afternoon of discovery. Some buildings are painted with murals of street racing and other images significant to



Seneca Lake offers endless possibilities for outdoor recreation and has a beautiful marina.





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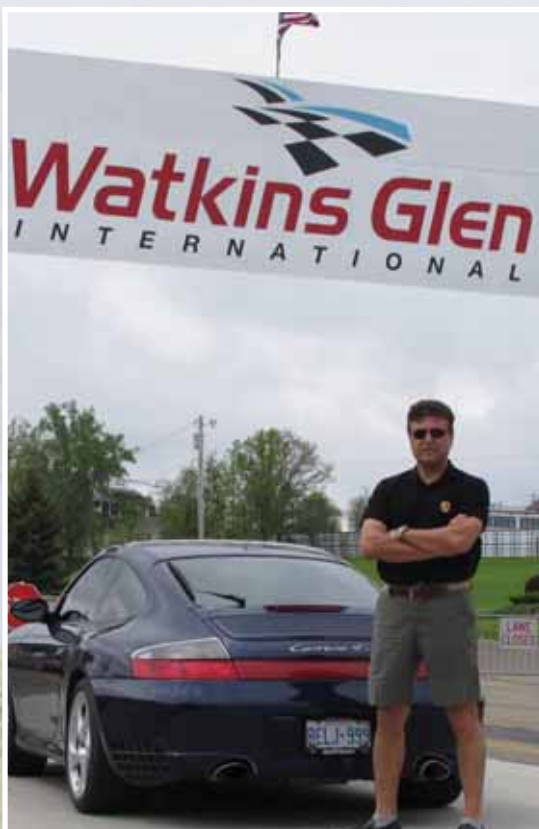
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It was my first time at The Glen, so I had to capture the moment under the banner.

the town's history. Glen Theatre holds live performances, summer concerts and festivals. Visit [www.watkinsglen-chamber.com](http://www.watkinsglen-chamber.com) for event details. The main industries are tourism and salt mining and, up until recently, you could regularly hear the whistle blow, alerting the town to the shift changes at the mine.

For car enthusiasts, this town is synonymous with American Road Racing. It has one of the premier road racing tracks in the United States and has hosted Formula One and Nascar races, as well as driver training for individuals who own high performance cars. If you've ever dreamed of being a race car driver, you can take your Porsche and do a couple of supervised laps around the course for a small fee. The Porsche Club of Niagara held a driver-training weekend at the track in June. More than 90 Club members attended the school, and several from our region left a little rubber on the track; it was a blast and

a great way to get to know some of the American Porsche owners. The track is open to the public as well as to professional racing teams.

Outdoor lovers and hikers won't find a more accessible or diverse terrain to explore than in Watkins Glen State Park. Just off the main street is the entrance to the park; a series of 19 waterfalls rush down through a deep cavern. A breathtaking path climbs through the limestone gorge, cut by the thundering waters of the glen. The trail passes through a limestone tunnel then crosses over a suspended bridge and loops back around behind Cavern Cascade waterfall. These powerful falls once drove the water wheel of the local flourmill. Flora and fauna will delight the entire family, providing fabulous photo opportunities with each changing season. [www.nysparks.com](http://www.nysparks.com)

After a tense day at the track, a glass of wine and a nice dinner will be just what you need. There are endless wineries lining the shores of Seneca Lake. The waters of the lake and slope of the shore provide the perfect environment for grape growing. Every year the Finger Lakes wineries host several wine tasting and touring events, festivals, and themed weekends. Seneca Lake Wine Trail lists the member wineries and upcoming events. [www.senecalakewine.com](http://www.senecalakewine.com). Glenora Winery, on the west side of the lake, was the first winery to open on Seneca Lake in 1977; on site is a fine dining restaurant, and a 30-room inn, all of which have a birds eye view of the vineyards and lake below. This winery offers tours of the cellar, with the opportunity to taste wine right from the barrel! Travel up either side of the lake and you will have ample opportunity to sample wine from more than 30 wineries along the Wine Trail. >



Getting buckled up in a GT3 to go around the track with a chief driving instructor. The ride was a thrilling experience!

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After a tense day on the track, chill out with a glass of local wine and a nice dinner.



A beautiful mural painted on the entire wall of a coffee house in town is a reminder of the fact that Watkins Glen attracts a lot of sports car enthusiasts.





Glen Theatre holds live performances throughout the year.



For a cold beer and a great meal, kick back at the Village Marina Bar & Grill, a casual dining experience with one of the best views in town. Situated right on the lake, this restaurant serves up quality food, beer and great local

wine at very reasonable prices. Whether you love pizza or seafood, it all tastes better watching the sailboats and birds drift past as the sun slowly sets over Seneca Lake. ☼



# NÜRBURGRING 24 HOUR RACE

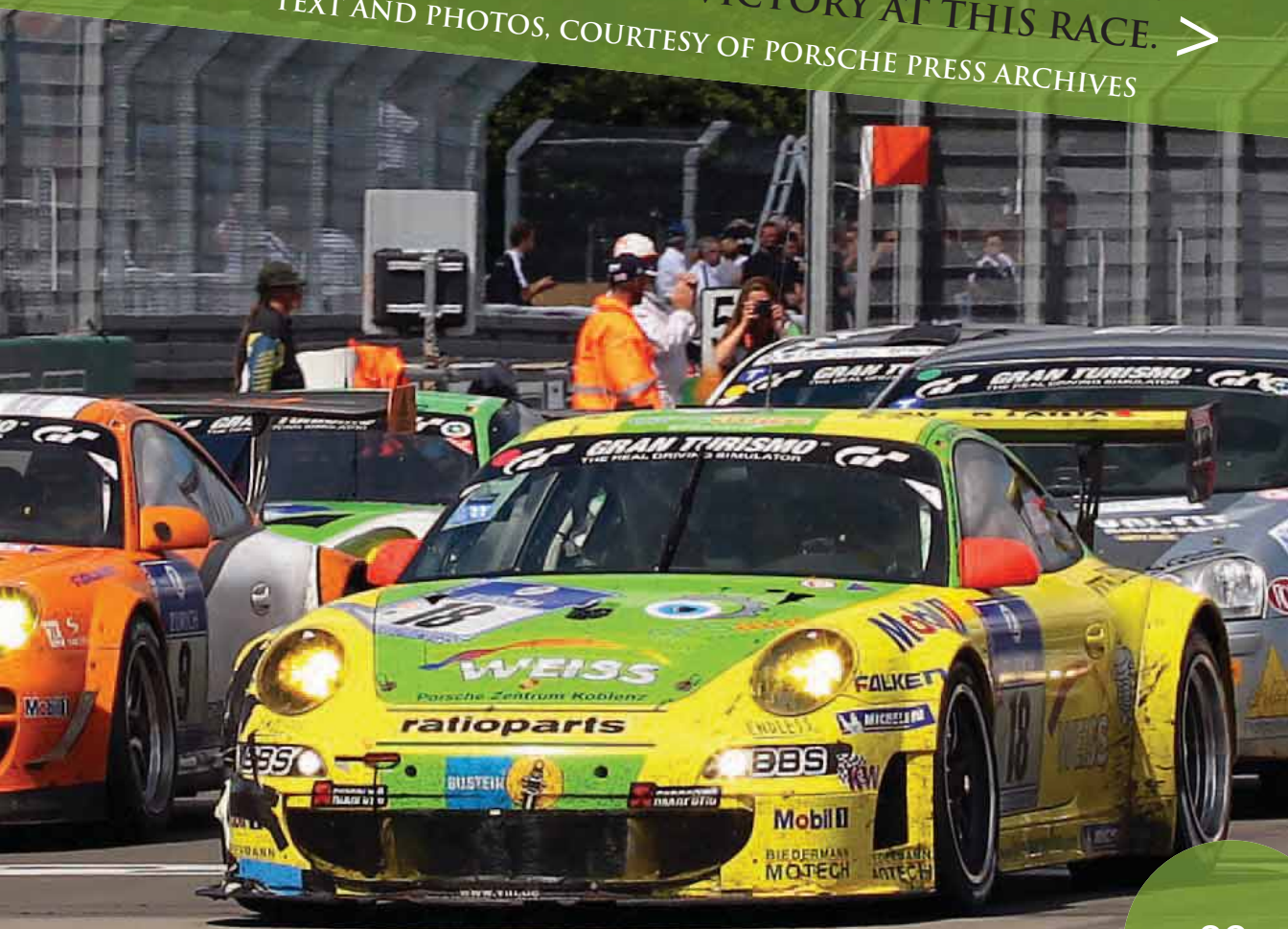
DR. WOLFGANG PORSCHE:  
***“SUCH A SUCCESS IS ONLY  
POSSIBLE AS A TEAM”***



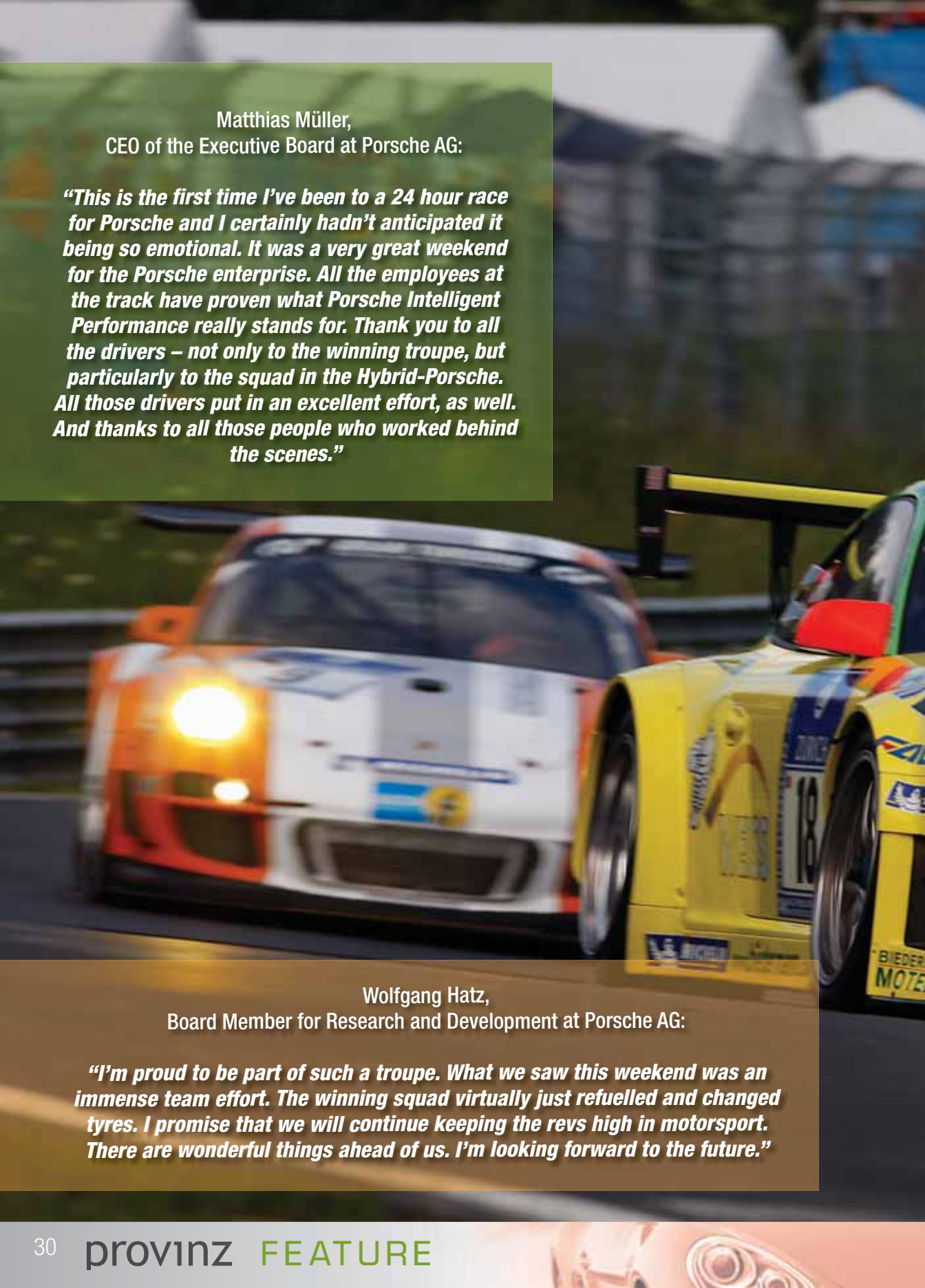


WITH A TRIUMPH FOR PORSCHE, THE NÜRBURGRING 24 HOUR RACE CAME TO AN END. AFTER 156 LAPS ON THE LEGENDARY NORDSCHLEIFE, PORSCHE WORKS DRIVERS MARC LIEB (GERMANY), TIMO BERNHARD (GERMANY) AND ROMAIN DUMAS (FRANCE) TOGETHER WITH LUCAS LUHR (SWITZERLAND) WON WITH THE PORSCHE 911 GT3 RSR FIELDIED BY MANTHEY RACING. FOR PORSCHE AND MANTHEY RACING, THIS MARKS THE FIFTH VICTORY TOGETHER IN THE LAST SIX YEARS AT THE LONG DISTANCE CLASSIC IN GERMANY'S EIFEL REGION AND FOR PORSCHE THE ELEVENTH OVERALL VICTORY AT THIS RACE. >

TEXT AND PHOTOS, COURTESY OF PORSCHE PRESS ARCHIVES



The winning Porsche 911 GT3 RSR of Manthey Racing is pictured on the right



Matthias Müller,  
CEO of the Executive Board at Porsche AG:

***“This is the first time I’ve been to a 24 hour race for Porsche and I certainly hadn’t anticipated it being so emotional. It was a very great weekend for the Porsche enterprise. All the employees at the track have proven what Porsche Intelligent Performance really stands for. Thank you to all the drivers – not only to the winning troupe, but particularly to the squad in the Hybrid-Porsche. All those drivers put in an excellent effort, as well. And thanks to all those people who worked behind the scenes.”***

Wolfgang Hatz,  
Board Member for Research and Development at Porsche AG:

***“I’m proud to be part of such a troupe. What we saw this weekend was an immense team effort. The winning squad virtually just refuelled and changed tyres. I promise that we will continue keeping the revs high in motorsport. There are wonderful things ahead of us. I’m looking forward to the future.”***



Hartmut Kristen, Head of Porsche Motorsport:

***"Congratulations to the crew from Manthey Racing and our staff from Weissach. They did a brilliant job and contributed greatly to our success. I'm very pleased that, after all the wrangling in the run-up, there was a clean, sporting decision on the track. Also decisive for our win was that the 911 GT3 RSR was one hundred percent reliable and we had to put in one fuel stop less than the competition. You would expect this from a Porsche. Of course, our drivers also deserve a huge compliment. Once again, they all conducted themselves faultlessly. That also applies to the quartet in the 911 GT3 R Hybrid that wasn't able to bring home the success it deserved because of two mechanical problems and an accident. As far as pure power is concerned and with its efficiency, the car has performed as we had expected with its innovative drive concept. It's a great shame that the results don't reflect this."***



Porsche 911 GT3 RSR of Manthey Racing, with drivers Marc Lieb, Lucas Luhr, Timo Bernhard and Romain Dumas

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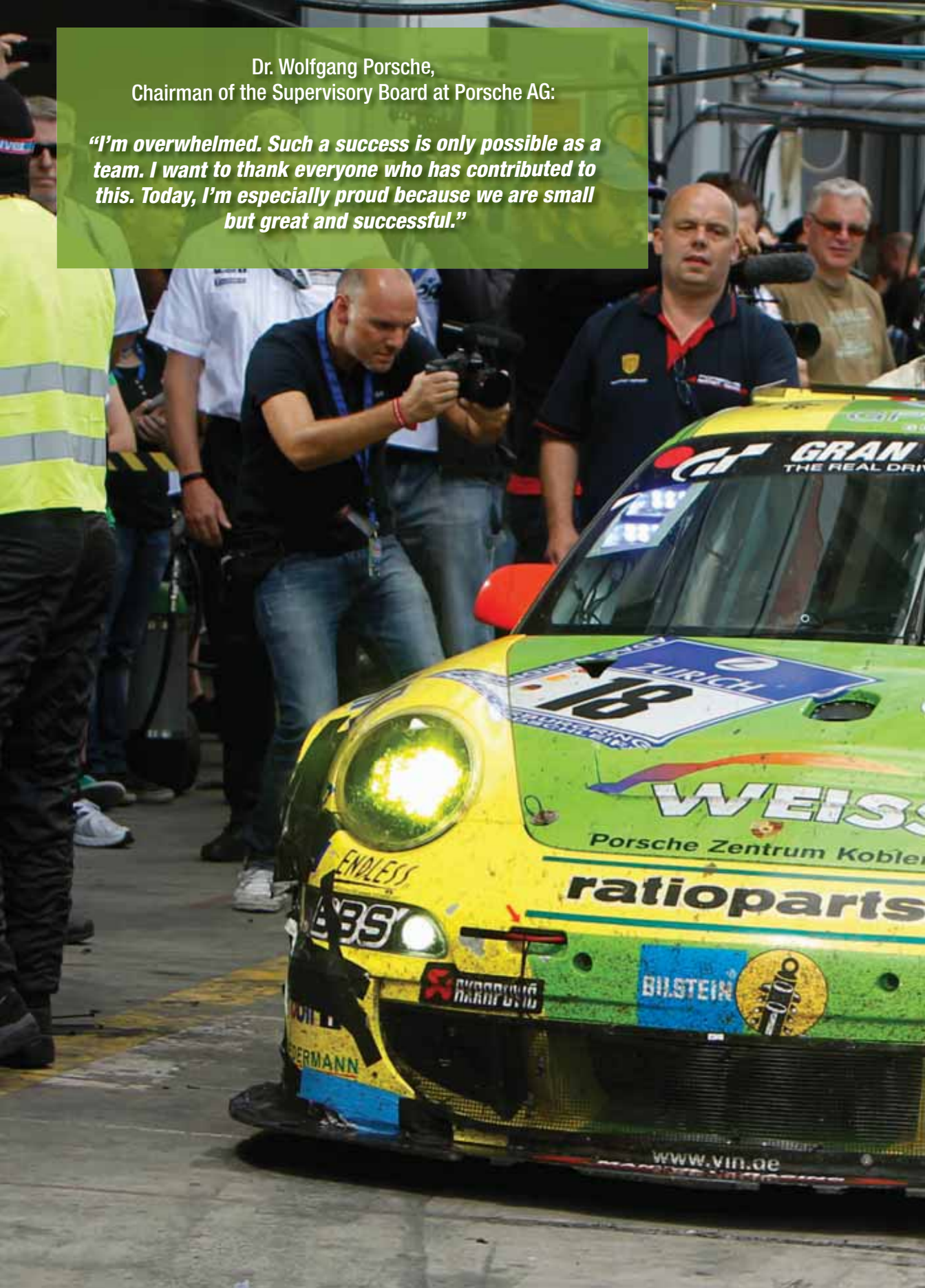
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**PORSCHE**

Dr. Wolfgang Porsche,  
Chairman of the Supervisory Board at Porsche AG:

***"I'm overwhelmed. Such a success is only possible as a team. I want to thank everyone who has contributed to this. Today, I'm especially proud because we are small but great and successful."***







Winner of the 2011 Nürburgring 24 Hour Race, Manthey Racing, with drivers Marc Lieb, Lucas Luhr, Timo Bernhard and Romain Dumas





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Porsche 911 GT3 R – Wochenspiegel Team Manthey with drivers Georg Weiss, Oliver Kainz, Michael Jacobs, Jochen Krumbach

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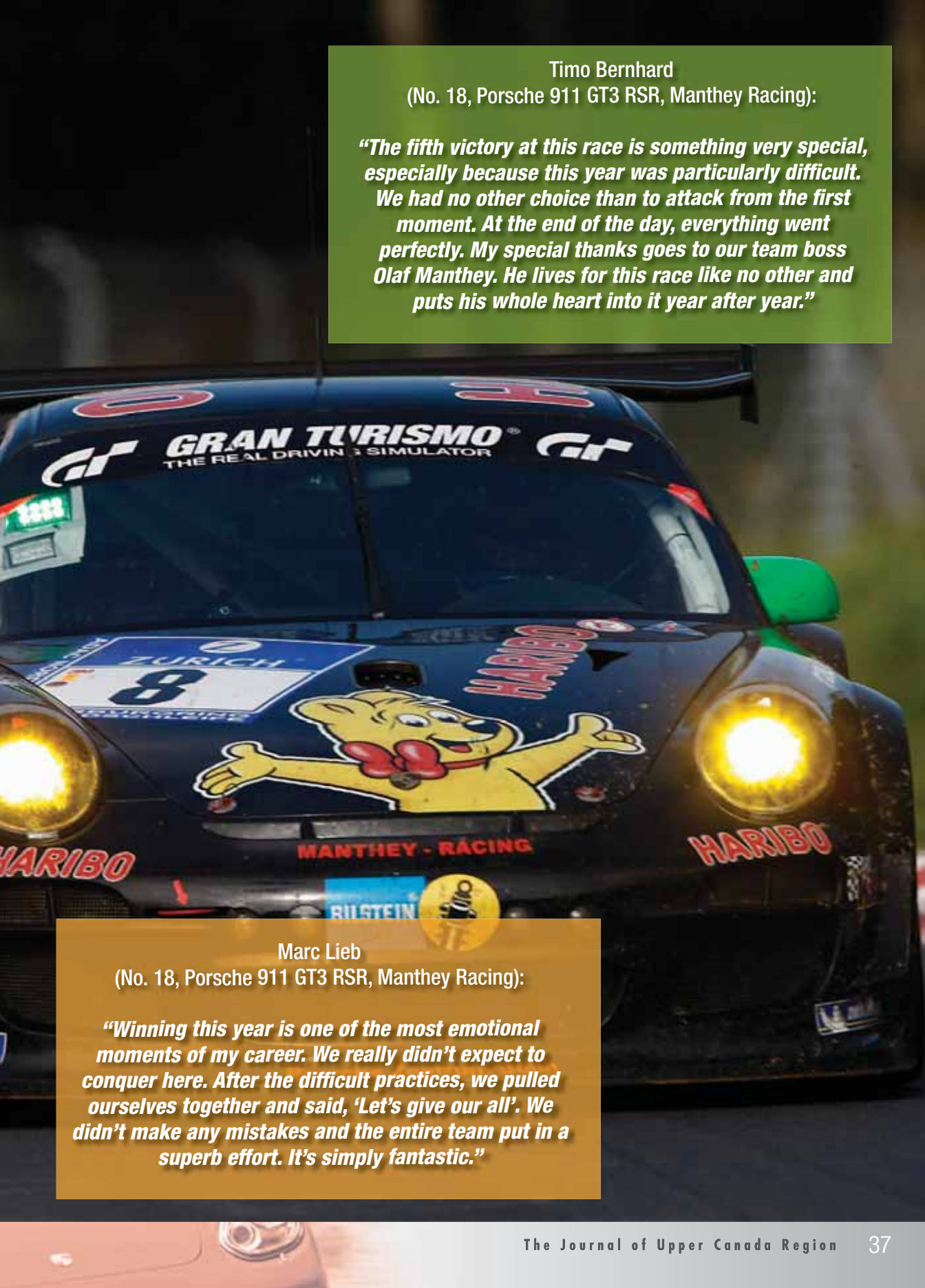
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Porsche 911 GT3 R – Haribo Team Manthey with drivers Richard Westbrook, Christian Menzel, Mike Stursberg, Hans Guido Riegel



Timo Bernhard  
(No. 18, Porsche 911 GT3 RSR, Manthey Racing):

*“The fifth victory at this race is something very special, especially because this year was particularly difficult. We had no other choice than to attack from the first moment. At the end of the day, everything went perfectly. My special thanks goes to our team boss Olaf Manthey. He lives for this race like no other and puts his whole heart into it year after year.”*

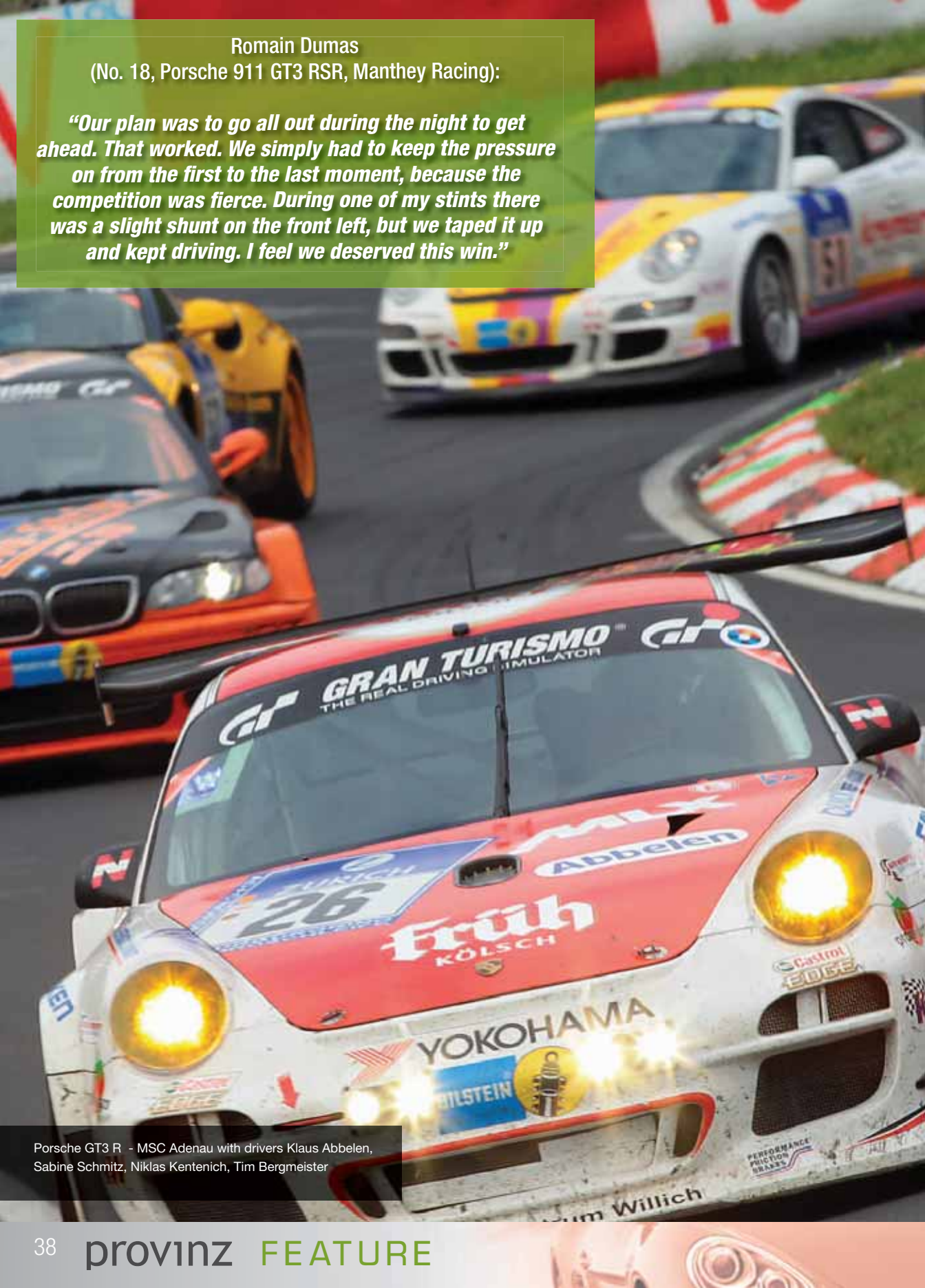
Marc Lieb  
(No. 18, Porsche 911 GT3 RSR, Manthey Racing):

*“Winning this year is one of the most emotional moments of my career. We really didn’t expect to conquer here. After the difficult practices, we pulled ourselves together and said, ‘Let’s give our all’. We didn’t make any mistakes and the entire team put in a superb effort. It’s simply fantastic.”*



Romain Dumas  
(No. 18, Porsche 911 GT3 RSR, Manthey Racing):

*“Our plan was to go all out during the night to get ahead. That worked. We simply had to keep the pressure on from the first to the last moment, because the competition was fierce. During one of my stints there was a slight shunt on the front left, but we taped it up and kept driving. I feel we deserved this win.”*



Porsche GT3 R - MSC Adenau with drivers Klaus Abbelen, Sabine Schmitz, Niklas Kantenich, Tim Bergmeister



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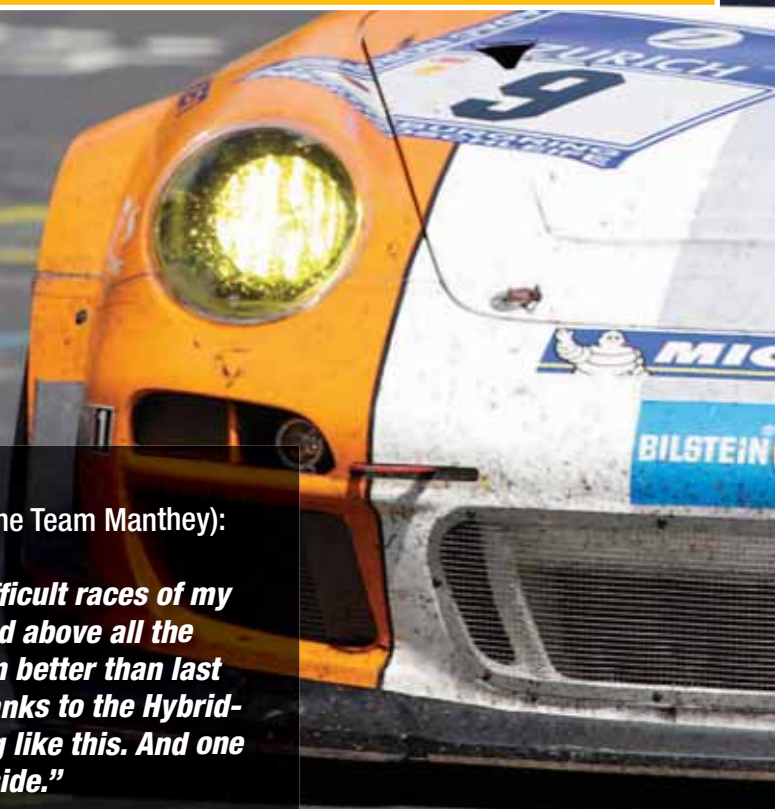
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Joerg Bergmeister

(No. 9, Porsche 911 GT3 R Hybrid, Porsche Team Manthey):

*“It was certainly one of the most difficult races of my career. The power performance and above all the efficiency of the car were great, even better than last year. It’s also so much fun to drive thanks to the Hybrid-boost. I hope we can continue working like this. And one day luck will be on our side.”*

Richard Lietz  
(No. 9, Porsche 911 GT3 R Hybrid, Porsche Team Manthey):

***"The performance of our car was super, all the drivers did a great job and our mechanics put in a mammoth effort. It's a shame that these efforts weren't rewarded. But I'm very pleased that our squad decided to pull out all stops and get to the finish line. We owed this to our mechanics and the Porsche fans on the 'Ring."***

Porsche 911 GT3 R Hybrid –  
Porsche Team Manthey with drivers  
Jörg Bergmeister, Richard Lietz,  
Marco Holzer, Patrick Long







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Marco Holzer (No. 9, Porsche 911 GT3 R Hybrid,  
Porsche Team Manthey):

***"I reckon I was driving one of the best cars in the entire field. We always clocked good lap times.***

***We lost the chance to win through the mechanical problems and an accident. The effort our mechanics made is something I've never seen before. And that's why our goal was to never give up as long as the wheels kept turning. In this regard it's a small consolation that we crossed the finish line after 24 hours and that we showed the Porsche fans at the track that we never give up."***



Porsche 911 GT3 R – Haribo Team Manthey with drivers Richard Westbrook, Christian Menzel, Mike Stursberg, Hans Guido Riegel





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**HARIB**

Patrick Long  
(No. 9, Porsche 911 GT3 R Hybrid,  
Porsche Team Manthey):

*"After the flange broke we were out of the top 100 contenders but worked our way up to 28th. For me, not giving up fits in with the Porsche philosophy. I wholeheartedly congratulate our colleagues in the 911 GT3 RSR. Reliability and faultless driving was the key." ✱*



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# 2011 FUN RUNS



**David Forbes**

UCR Fun Run Chair

David.Forbes@nbpcd.com

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## Inaugural Bear Manor Fun Run and Car Show A Hit!

By Vaughn Warrington, Event Chair

Like all Fun Runs, it started at a good coffee and bathroom break joint like a Tim Hortons just off the highway in Beamsville. I got a little worried when I was pulling in, as a gaggle of Miatas were having a drivers meeting. Fortunately, these dozen or so enthusiasts of another marque kept themselves well away from the dozen or so Porsches that had already arrived. Gotta' love it when folks show up early!

23 Porsches and three Ferraris made up the parade through Sunny Niagara. Jennifer and I ran this route a good six times at speed before, factoring in a few stops with the desire to arrive back at our house with all in tow at 11:30. Unfortunately, we did not factor in seven stops to regroup.

Bill Van Vliet agreed to be my middle man, with a radio to keep the second half in tow. The "volunteers" of the day, Abbey and Cathy Densmore, went last with the final radio. They get the big hug from me on that one and you'll see why later, as they made a sacrifice for which all are grateful. >

	DATE IN 2011	CAR EVENTS	HOSTED BY	CONTACT INFO
1	April 30/May 1			
2	<b>May 7</b>	<b>UCR Fun Run: Muskoka</b>	<b>David Forbes &amp; Anne Cooper</b>	<b>david.forbes@nbpcd.com</b>
3	May 14/15			
4	May 21/22			
5	<b>May 28</b>	<b>UCR Fun Run: Beaver Valley</b>	<b>Dwight Dyson &amp; Hazel de Burgh</b>	<b>dwight.dyson2@sympatico.ca</b>
		May 27-29 - UCR Spring Tour	Jeff White & Mary Byczok	lynda@aurorafinancial.com
6	June 4/5			
7	June 11/12	June 12 - UCR Concours d'Elegance	Richard Shepard	richard_shepard@hotmail.com
8	June 18/19	<i>June 19 - Yorkville Exotic Show</i>	<i>Phil Downe</i>	<i>phil.downe@itnegotiations.com</i>
9	June 25/26	June 25 - UCR Rally #1	Sajjad Butt	sadia.butt@utoronto.ca
10	July 2/3			
11	<b>July 9</b>	<b>UCR Fun Run: Bear Manor</b>	<b>Vaughn &amp; Jennifer Warrington</b>	<b>vaughn.warrington@nbpcd.com</b>
12	July 16/17			
13	July 23/24			
14	July 30/31			
15	<b>August 7</b>	<b>UCR Fun Run: Collingwood Area</b>	<b>Lewtas, Mitton &amp; de Burgh</b>	<b>hdeburgh@rogers.com</b>
16	August 13/14			
17	August 20/21			
18	August 27/28			
19	September 3/4			
20	September 10/11	September 10 - UCR Rally #2	Sajjad Butt	sadia.butt@utoronto.ca
21	September 17/18	September 17-18 - Targa Manitoulin	Tom Brown	acwhiz@aol.com
22	September 24/25			
23	<b>October 1</b>	<b>UCR Fun Run: Muskoka</b>	<b>David Forbes &amp; Anne Cooper</b>	<b>david.forbes@nbpcd.com</b>
24	October 8/9			
25	October 15/16			
26	October 22/23	October 22 - UCR Rally #3	Sajjad Butt	sadia.butt@utoronto.ca
27	October 29/30			

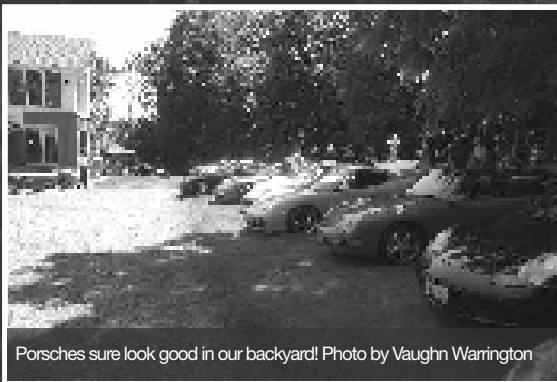
Events in bold grey italics denote events that are not UCR events.



Everyone was in line through Jordan Harbour when the seventh car got held up by the GO train heading to Niagara. We had already pulled over twice in less than six kilometres, and were already behind schedule.

The route was designed to be winding, not fast: More Carrera-like, than GT3RS! All back in line, we drove up into Jordan and onto the Niagara escarpment bench, past wineries and fruit growers. The plan was to get up into Fonthill and enjoy some very twisty asphalt through some forested areas. Radio chatter intensified, as I needed to keep the group tight, while the twisty stuff was going to be the next left.

As we came off the top of the escarpment, we were heading due south to what should have been a great view of the Toronto skyline. Unfortunately, the humidity made it too cloudy this day. Shoot... one of the vistas was spoiled. Oh well, we had another great twisty back road coming up in the trees by a little creek for all to enjoy.

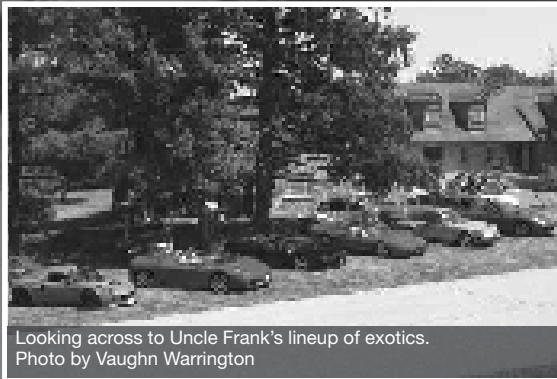


Porsches sure look good in our backyard! Photo by Vaughn Warrington

Uh-Oh! Couldn't get hold of Cathy in the last car. She appeared to be out of range of Bill's and my efforts to raise her... This is when I learned that having your Bluetooth device in your ear is very important. My unit rang and I found out that one of the Porsches was backfiring so badly that it could not keep going. Abbey and Cathy have stopped to help them. An organizer's big worry: we now have two Porsches stuck in Fonthill.

Ron (owner of the troubled Porsche) used his CAA membership and the backfiring Porsche was off to Toronto for a new CDI box. Abbey and Cathy were now so far back they would be making their way back to our house on their own. This is called taking one for the team, as they missed the planned route.

Back to the twisty bits: We got a good photo opportunity in the forests and coming out, the group somehow got split up. My second in command was going to meet us at Balls Falls to get us back together. Uh-Oh! We were now running a half-hour late and I called Jennifer back at the house to keep the food chilled, as we are going to be a while.



Looking across to Uncle Frank's lineup of exotics. Photo by Vaughn Warrington



Looking back to F430; photo by The Neills

Knowing the roads well surely helped, as I had to change the route to save some time and, via cell phone (as the radios were out of range), I told Bill that we were going to "fly" down Fly Road and head the group to lunch.

Most of the "fun runners" were unaware of the change. We get to save these twisty scenic views for next year. One of the great aspects of the Porsche



Ferrari F430; photo by Vaughn Warrington

club membership is that everyone is so gracious and considerate; so, the route change was no big deal.

We got the cars paraded onto our property and onto the front yard of Uncle Frank's and Sandy's (my neighbours) and started lining up for lunch, wine and beer. Man, those cars looked

great in our backyard! Porsches shouldered up to a brand new AMG SLS (gullwing) parked in the middle. I liked this parking lot!

One o'clock arrived and it was time for the public to stroll through this amazing display. We advertised in the local papers and had some pre-press coverage, which generated 140+ to donate to the hospital, so they could view these lovelies.

This left lots of time to wander amongst the 40 exotics, sit in the shade and enjoy some Porsche and Ferrari induced conversations. Also on display were three owner restored Austin Healeys, a Lotus and a fully restored 1967 Shelby GT350.

As Chair of West Lincoln Memorial Hospital, I was excited to see that over \$5,000.00 was donated for our local hospital. We are thankful to the car owners for not only displaying their cars, but happily providing funds to assist the hospital. Two-thirds of the donations came from the kindness of the Exotics owners.

Time has come to say good-bye but we hope to see everyone next year. Jennifer and I were pretty tired and shared a "pop" with Uncle Frank and Sandy to chat about the event. We have lots of ideas on what to do next year. Kind of like a debut album that is great; how do you follow it up?



Vaughn and Jennifer sharing a smile

23+ Porsches all in a row on the escarpment; photo by Bernie Schroder



Thanks for helping us make it a success and hope you are willing to join us next year.

#### Fun Run helpful hints

- Have a leader for every 10 cars when you have a bigger fun run like we had
- Radios and cell phones are a must have
- Stay close to the car in front of you, as gaps cause big spaces while you get further back
- As a participant, it is your responsibility to ensure the person behind you sees the turn you are taking
- We only handed out an overall route map, and in hindsight should have provided a more detailed map for all ☒

# Targa Manitoulin

**Sept 17 & 18, 2011**

Submitted by Tom Brown, UCR Member at Large

## Register Early!

Please find the event registration form on the UCR website at [www.pcaucr.org](http://www.pcaucr.org) under the 'Social' pull-down menu: Fun Runs/Touring. Contact Tom Brown for further information, at [acwhiz@aol.com](mailto:acwhiz@aol.com) or 905-878-5118 ☒





# The UCR Rally Series 2011

First event - June 25th

Report and Photos by Sadia Butt, Co-Organizer



Our first rally of the season was held on June 25th.

There were 20 entries but by rally day only 12 cars showed up, a little disappointing, as a lot of work goes into organizing this type of event. The rally was based on the Monte Carlo format rally except for the speed. It was simple for newcomers to grasp, yet still challenging for expert drivers. All that is needed is a simple calculator and a clipboard, while navigational skills are an asset. The route this year included beautiful country roads that were winding in all the geometric planes, with just enough of the straight open roads posting higher speeds. There were no dirt roads. To get out of the city interesting routes were charted through both the 'suburbs' and industrial areas.

After the drivers briefing, the rally started at 10am from the Midway Restaurant. Ronan McGrath and Stephanie Perry were the first to leave in their green GT3RS, and the last car was Dave Smith with his son Jacob who, not being superstitious at all, chose car #13. This time the rally was set up in two legs. The first half was the route leading to the lush and green Cataract area, with great views





of the Credit River. At this point car #13 was leading by one point with a score of 8 points. Second was car #5 with Munir Dharamshi/Amin Mamdani (9 pts), followed by Luc Brunet/Jason (16 pts). Roy Tam/ (18pts) , and David Stewart/Adam Lablonte (19pts) were in fourth and fifth positions. The McGrath/Perry team would have lost only 11 points if they had not had a bad start.

After a 15 minute break the second leg begun and this became quite interesting, as some drivers made up all their points and others lost even more points. Dharamshi/Mamdani came in first, the Smiths second, and then the team of the Hassan brothers Tauqeer and Tauseef came in third, David Stewart 4th, Roy Tam 5th and Ron Woodward's 6th on their first rally ever. Special mention goes to Dan Martinic and his children Ivana and Nikola for their persistence and lively spirits - duly noted by the control officers. The participants and volunteers enjoyed the day and most are looking to return later this summer for another exciting route to explore.

Thanks to all the control officers Asmaa, Marwa, Karen, Andy, Mike and Sal Bertin, Dr. Asaad and his son Ehab, Nikki Ruffo with her friends Deni and Austin and, of course, all of my family. Trophies and prizes were awarded to the winners for their great efforts. 🏆

## Top Ten Finishers

Position	Driver	Navigator	Score
1	Munir Dharamshi	Amin Mandani	14
2	Dave Smith	Jacob Smith	24
3	Tauqeer Hassan	Tauseef Hassan	37
4	David Stewart	Adam Labonte	43
5	Roy Tam	Simon	52
6	Ron Woodward	Jennifer Priestner	58
7	Ronan McGrath	Stephanie Perry	71
8	Thomas Brown	Ben Tracy	79
9	Evan Chang	Emma Ding	82
10	Dan Martinic	Ivana & Nikola	136





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# TRACK TALK

The advent of the automobile has spawned many innovations in our history. From the Highway to the raised curb, these advancements add to our daily safety and convenience. However, some adaptations to the auto culture need some re-examination. I'm referring to the Drive-Thru that sprung up around North America to satisfy our desire to stay in the car and let someone else get our stuff. I'm sure that it seemed like a good idea at the time. You drive up beside the building, tell them what you want and some helpful, smiling employee hands you your goods and makes change at a little window. Your urge satisfied, you drive off in automotive bliss. Now it's all gone horribly wrong.

Other than a quick morning coffee on the way to a job site, I've never been the Drive-Thru type. I'd rather take my break in a comfortable chair, pick the stuff I want on a whim rather than from a picture on a sign outside and, occasionally, have a conversation with someone who isn't in a squeaky little box in a driveway. You can only imagine the shock that was in store for me and my stupid broken leg. If I wanted a coffee or a snack, it was off to the Drive-Thru where things aren't quite what they seem. There I entered the parallel universe of terrible products and bad service.

I won't name any major chains but some have adopted foolish policies. While I can't imagine that they intend to annoy their customers, a certain coffee and donut chain added sandwiches, soups and credit card usage to their menu and now offers them at the Drive-Thru. That means, you get to sit there while someone gets lunch for 10

of his co-workers who didn't even bother to come along. Your order is no longer taken by the person who hands it to you, so they have no idea if that's what you really ordered. They also didn't pour your hot chocolate, so they didn't see that the machine was plugged and what you really got was brown hot water along with the wrong bagel. You don't find out until you're at least 3 blocks away and it's too late to go back. I only won once at Drive-Thru roulette. I still feel sorry for the guy behind me who probably paid twenty bucks for a stale bagel and some brown water. I did enjoy his lunch though.

What brought this little tirade on was my quest for a quick breakfast this morning. Being of heart attack age, I almost never go to a certain McRestaurant but I thought one Egg McMuffin wouldn't kill me. At least not today. Because the buns are usually dry and tasteless, I put strawberry jam in it. It's kind of like ham and eggs with toast and jam, only all at once. So that's what I ordered. When I paid I looked at the ticket and there was a note to add a strawberry jam. When I got the bag from the twelve year old at the next window, I asked about the jam and little plastic knife. I was assured that they were in there, so I drove off to enjoy my little slip from my healthy diet. I drove under a shade tree, turned on a classic rock station and opened the bag. No jam or knife.

After all the times I just kept going, this time I was within sight of the building. I drove back into the Drive-Thru behind a minivan covered in bicycles. That should have been my first clue. The parents decided that each child should order independently, despite being in front of a huge line on a Saturday morning. After fifteen minutes parked in an asphalt oven I was covered in sweat and my food was cold. I explained to the nice speaker that I didn't get what I had ordered and that my food was now cold. The tinny voice assured me that they would fix it for me. At the second window the same girl, now several years older, gave me another bag, told me she put the jam in herself and said she was sorry. That's good enough for me. I drove around the building, lucked out and got under the tree again and opened the bag. Two jams, no napkin and no knife. Not one to give up, I pasted the jam on with my finger and ate the darn thing. Later as I drove home with my fingers stuck to my jam-covered steering wheel, I decided that the Drive-Thru is the worst automotive related invention ever.

One of the best inventions was the Porsche and not far behind was the race track. Put a Porsche on the track at Shannonville and you have perfection.



**Dave Osborne**  
Track Chair

Shannonville is offered with an Introductory Driving School attached at no extra charge, so if you want to join the rest of the events this season, you should sign up now. Shannonville also has clear site lines so you can see the exit of every corner you enter. That offers the opportunity to practice your throttle steering and slip angles with a huge margin of safety. Shannonville is a very technical course where you can test your limits and the learning curve is huge. Your Chief Instructor and I highly recommend this event to clean up any sloppiness or bad habits you might be settling into. This event is also the social event of the season. With a small paddock, everyone hangs out together and enjoys a fun Saturday evening dinner. It's more like a family barbeque than a track event, minus the annoying relatives... lol. We hope you will come out and share this event and the chance to win a set of tires with us. It will be a lot of fun.

One difficult task for the Track Team is to keep our program fun and interesting, while maintaining its value and safety. Although I'm sure it would be entertaining to drive Mosport in the opposite direction one afternoon, it might hurt our numbers as most of us would lose our cars on the first lap. A noon hour bicycle race would probably kill half the Instructor group and a hot dog

eating contest would make riding in a fast car too hard on the carpets. So if you have any suggestions on how we can make our program more fun, more inclusive or just plain more, don't hesitate to let us know. We would really like to hear from our participants. After all, while we are entrusted to run the Advanced Driver Education program, it's really yours. Come on out and enjoy it.

See you trackside,  
Dave ☼

## *Because not everyone drives like you do.*

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# A TURN FOR THE BETTER

## CANADIAN MOSPORT BUYERS PLAN IMPROVEMENTS WHILE MAINTAINING HERITAGE

By Emily Atkins, Associate Editor, Provinz

**A**l Boughton has never driven at Mosport. But rest assured, this motorsports enthusiast is a fan of the track and understands the heritage and importance of the venue for both amateur and professional events.

Boughton, along with partners Ron Fellows and Carlo Fidani, are Canadian Motorsport Ventures Ltd., the track's new owners. They bought it from Panoz Motor Sports Group in June. Under the new leadership, Myles Brandt will continue to serve in his role as president and general manager at the facility.

Boughton is President and Managing Partner of Trailcon Leasing, and has spent nearly 40 years in the trucking business. He is a long-time classic car enthusiast and restorer. His partners also bring unique experience to the table. Ron Fellow has a long relationship with Mosport, including last year's series victory in the SCCA World Challenge in Mosport's 50th anniversary year. Carlo Fidani is Chairman and CEO of Orlando Corporation and an accomplished businessman.

Mosport is the country's largest automotive performance and racing facility, and has hosted almost every class of road racing on its 3.96 km circuit, including Formula 1, IndyCar, sports cars, stock cars, endurance racing, motorcycles, motocross, show-room stock, historic vintage racers, "Big Rig" trucks, and karts.

While they have plans for developments at the 750-acre site, Boughton is firm on the new ownership's commitment to maintaining the track's heritage. In fact, the deal went down on the basis that the new owners would respect the track's significant history. "Their first area of concern besides could we write the

cheque, was what are we going to do with it," Boughton said in an interview with Provinz.

"We want to thank the Panoz group for making Mosport a venue that hosts some of North America's best road racing series and a place of inspiration for generations of racers in Canada," he said. "We are excited to pour our racing passion and business expertise into Mosport and look forward to working with local government and tourism authorities to take this historic race facility to the next level in delivering the best entertainment motor racing has to offer."

While the heritage will be preserved, don't expect things to stay the same. Developments the new owners are considering include making a place available to "get warm when it's cold and stay dry when it's wet", Boughton says, which will no doubt be welcomed by club racing and driver development groups alike. This will likely come in the form of an event and meetings centre.

The priority for now is to develop a theme for the place. "We don't want every building to look like it was put up over a period of 25 different years," Boughton says. "We want a consistency of appearance, something more pleasing to the eye. From the time you arrive at the track we want it to look better."

The new owners will be consulting with track users in the next few months, looking for ideas for improvements. "We hope to get an awful lot done in the next 18 months," he says, so that by the end of next year there will be an events centre. Boughton also mentioned the possibility of a drag strip,



developing the camping facilities and offering more in the way of concerts and festival type events.

Don Panoz, the former owner of the track, commented in a press release that under his ownership the next step in developing the park “would have been what we were planning on doing in 2007 or 2008--a motorsport country club /park-- which got put on hold (due to the economic downturn). That is the next logical step. I can see it being a track that can accommodate club members, people in Toronto and in the area who have collector cars can really keep them and use them to share those moments with other enthusiasts in a fantastic environment.”

But it's not meant to become a “playground for the rich and famous” Boughton points out. There is a lost generation, he says. “People in my office say ‘What’s a Mosport.’” His group hopes to reignite the passion for the track and motorsports.

“The people that are involved are among the top development groups in Canada with a great reputation – in the top-50 of Canadian businessmen, Panoz said. “Ron certainly cares greatly about Mosport and the Canadian flag—and he carries it

well as one of the top drivers the country has produced. They have a vision to take it forward and offer things that sports car enthusiasts in Toronto have an appetite for. I have the confidence they can pull it off.”

As for one of the new owners, Boughton is looking forward to his first lap on the big track. He hasn’t decided yet, but it will be in either his KR Mustang or his ZR1 Corvette. Either way it will mark the start of a new era in Canadian motorsports. ✖



The New Owners of Mosport: Boughton, Fellows and Fidani (left to right)

# MART

**1997 Porsche 993 Carrera;** Sunroof coupe, Arctic Silver/black, well maintained, six speed, 18" wheels, never winter driven, garage stored, last of the air cooled, 131,000 km: \$37,000.00; Contact Bill at (416) 844-5551.

**1985-1/2 944;** Red, fully restored. Mechanically A1. Interior is in mint condition. Rally Porsche rims, new Pirelli tires front. 173,000 Km. Must be seen. Appraised value \$16,000.00. Sell now \$11,000.00 OBO. Call Tony (905) 643-7488

**Hardtop – Red;** Fits 1999- 2004 Carrera, complete with storage rack: \$1,200.00. Contact altulloch@mcdonaldsales.com

**911 Tires;** One set of very gently used (still full tread depth) Hankook EVO V12 tires. Fronts are P235/35R19 and rears are P305/30R19. Perfect fit on a wide body 911, and will fit on a narrow body if you have the correct offset wheels. These are great street tires, smooth and quiet like a Michelin but at half the price. For more info read my review of these tires in a recent fall issue of Provinz. New discounted price with tax is \$1,562.00; these are yours for \$1,000.00, no tax. Phone John at (905) 727-4395.

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**1987 Porsche 911 Carrera Coupe;** 130,000 miles - Spectacular condition, Guards Red on black, G50 Transmission. 8,000 miles ago: upper engine rebuild, new cylinder sleeves, pistons, hand ground valves, heads ported & polished on flow bench. New engine & transmission seal, engine case resealed, alternator replaced along with fan

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**2000 Boxster;** beautiful Zenith blue over grey leather, 2.7L, 5-speed, 107,000kms, heavily optioned, heated seats, computer, windstop etc. 100,000km service completed, 17" BBS wheels, I have 2 Porsches, wife says "one too many". \$15,900.00, certified and e-tested. Contact Ed Borzychowski at (905) 468-4028.\*

**1986 944;** Kalahari Metallic (Gold) with brown leather interior. The car is in excellent condition overall. Body is very good, rust free. Never winter driven. 5-Speed, 2.5 ltr. engine with 112,000 km. Removable sunroof works, A/C blows cold, fog lights, power windows, power seat, power mirror, and classic Blaupunkt "cassette" radio (with new Blaupunkt speakers). Factory Porsche alloy rims with Pirelli P6 tires. Emission test exempt. Safety certified. Also qualifies for inexpensive classic car insurance. Asking \$8,500.00. Contact Jim Aird at (905) 509-6548.



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416 755-7884 [jack@gtekauto.ca](mailto:jack@gtekauto.ca)

### HP Cars Service

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### Competition Motors

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### Harmony Road Porsche Parts and Service

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905 655-5644 [harmony@interlinks.net](mailto:harmony@interlinks.net)

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613 634-0306 [madeley@madeley.com](mailto:madeley@madeley.com)

### Response Engineering

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416 526-3487 [yarko.mackiowsky@hotmail.com](mailto:yarko.mackiowsky@hotmail.com)

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### Eurotune

31 Travelled Rd. Caledon Village, L0N 1C0  
519 927-9929

### Furtmair Auto Services Inc.

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519 576-9972 [fast@furtmair.com](mailto:fast@furtmair.com)

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# PERIPHERAL VISION



**John Adam**  
UCR Historian

**W**e were happy getting back on track at Mosport with NNJR last month, followed by the ALMS weekend and then helping out at the UCR-sponsored club race. We also fit in a day at Ohsweken, near Brantford, to see the World of Outlaws in their annual visit to Canada. The club race was immediately followed by an early Monday morning flight to Savannah from Buffalo for Parade. We arrived in time for a mid-day visit to the Concours d'Elegance followed by late afternoon Parade registration. Dinner on Monday had been pre-arranged with PCA friends from the Carolinas with whom we did "The Tail of the Dragon". The life of the PCA social butterfly can be a busy one.

If you are heading to Watkins Glen, why not consider taking a leisurely drive thru Letchworth State Park. It's a diversion that doesn't add mileage but can take a bit longer when you stop to enjoy the sightseeing. Far more interesting than the I-90. Watkins Glen area room rates have continued to increase and seem to have headed north of \$150.00 per night, which I consider to be outrageous for what you get.

Rennsport will be at Tremblant September 15th and 16th. This is a popular event and has been a sellout in past years, even for instructors. Don't forget that

Rennsport has a cancellation fee of \$100.00 should you decide to drop out. The Tremblant condo reservation service also has a cancellation fee.

In October UCR is headed to Mosport and it will be interesting to have other marques join us. In November, you can get to Virginia International Raceway November 18th through 20th with Carolinas Region. It's a 1,100 km drive and too far for me to venture but a great track by all reports.

Further down the road, the Petermanns and the Adams plan to visit the Stuttgart area in May, followed by a group wine tour of Portugal's Douro Region. It will be our first opportunity to visit the new museums at both Porsche and Mercedes Benz. Beyond that, we love the back roads of Germany and so we will wait and see where we end up. It should be great fun with great friends after a lengthy winter. ☼

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# BOARD MEETING

## Minutes for July 5, 2011 - Submitted by John Van Atter, Secretary

**Held at:** Sandman Signature Toronto Airport Hotel, 55 Reading Court Toronto

**Attending:** Mike Bryan, Phil Downe, Mike Edmonds, David Forbes, Mario Marrello, Patrick Michaud, Otto Mittelstaedt, Tomiko Murk, Walter Murray, Horst Petermann, Tim Sanderson, Martin Tekela, John Van Atter, and Kye Wankum

**Regrets:** Del Bruce

**Meeting Open: 6:35 PM**

### Mario Marrello

#### Introduction - Confirm Objectives and Agenda

### John Van Atter

#### Review and approval of June minutes

- Moved by Walter Murray, seconded by Horst Petermann and carried unanimously

### Mike Bryan

#### Membership report

- Membership growth remains strong and we are up to 1738 primary members plus 1172 family / friend members for a total of 2910.
- A discussion took place on lapsed members and how to retain them
  - Many lapsed members had never been engaged in any club activities
  - Monthly Socials and Fun Runs seen as key introductory activities and drivers of involvement in the club. Discussed ways to attract more people to these and other events.
  - Need to develop an information package, perhaps DVD, for new members (Mike to develop proposal)

### Tomiko Murk

#### Treasurer's report

- The club's asset position is strong; our total cash position is \$167,365 as compared to \$114,367 a year ago.
- Net income is \$28,902 compared to last year's \$6,542 an increase of \$22,360
- Membership growth is excellent, year over year revenues of \$11,384 vs. \$10,458 last year
- Newsletter net year to date is \$4,660 vs. a loss last year of \$11,034. Revenue up \$22,962 over last year.
- Net Track income is \$21,185 compared to \$18,468 last year.
- Open House (Shift into Spring) showed a net loss of \$2,614 vs. a positive of \$623 last year
- Credit card charges to go down in July due to fee reductions, possible savings of \$1,000 on a monthly charge of \$3,200 as in Moneris May 31 statement
- Approval moved by Walter Murray, seconded by Martin Tekela and carried unanimously

### Horst Petermann & Mike Edmonds

#### Club Race Update

- Registrations to date: 56 race drivers, 23 advanced solo lapping
- Club to engage in direct marketing to racers to encourage registrations
- Race program advertising & sponsorship completed, going to print week of July 11
- Schedule and logistics info to be emailed to all registered racers week of July 11

### Martin Tekela & Mike Bryan

#### PCA/UCR 35th Anniversary Gala

- The Westin Harbour Castle is the choice for the PCA/UCR 35th

### Anniversary Gala

- We have averaged less than 80 attendees over the past 5 years.
- We're targeting 150 guests for this year's banquet
- Martin proposed a \$35.00 plus applicable taxes per person charge for the PCA/UCR 35th Anniversary Gala.
- This would include hors d'oeuvres, three course dinner and limited complimentary bubbly/wine with two bottles of wine per table, there would be a cash bar pre and post dinner
- The hotel wants a guarantee of \$9,490.00 in revenue this would mean a subsidy of approximately \$100.00 per person by the club
- Walter moved that "For PCA/UCR 35th Anniversary Gala, Martin Tekela is hereby authorized to sign the contract with the Westin harbour Castle committing to a minimum revenue number of \$9,400.00. As this event will also be a celebration of our 35th Anniversary, it will be structured to incorporate dinner, dancing to a live band and our annual awards. Senior PCA representation from the USA will be in attendance. Given the significance of this event, the club will cover the costs up to \$10,000.00 with the balance to be reflected in the ticket price. Mr. Tekela was asked to ensure that member costs were kept to a reasonable level." Seconded by Horst Peterman, passed unanimously.

### Tim Anderson for Del Bruce

#### Driver Education

- August IDS at Shannonville has 11 signups
- These entrants are important to the year end numbers as they fill in the Green run group for the remainder of the season
- We have received our order for Track Sampler helmets. To remain compliant with PCA's rules we have purchased 2010 Snell helmets so the Samplers won't be wearing expired head gear.
- Since back orders are now being filled, we will end the Helmet Amnesty after the NNJR event. Current helmets will be required for our Shannonville (mid season) event. This information has been posted on the website.
- We have 66 confirmed entrants for the Braidan / Michelin charity Advance Solo Lapping day.
- Aug DE 73
- Sept DE 114
- Oct DE 88
- Total DE registrations to date 646
- Since there are no official Work Assignments we could use a half dozen volunteers to help out.
- Over all things are going very well this year
- The Joint DE / Concours event in June received rave reviews from almost everyone.
- Well done to the Concours people

### Kye Wankum

#### Concours Update

- Had a very good event; every participant seemed to have a great time and enjoyed the surroundings and the ability to check out the UCR Driver Education event as well.
- Numbers were down a little bit from last year 44 vs. 49 registered cars; 25 pre-registered vs. 15 last year.
- The concours follow-up meeting is being held on July 6, to include plans for next year's event, including team members, possible changes in promotion and format, possible new venues to explore
- Kye will follow up with regular UCR Concours participants who did not show this year, to find out reasons for their absence. >



- For their generous support the Concours team thanks:
  - Meguiar's - as Title Sponsor,
  - SportsCarBoutique - as Premier Sponsor,
  - As well as advertising sponsors
  - Art Trax,
  - OnWall Solutions,
  - NineApart,
  - Investors Group/Douglas Ailles,
  - Auguste Automobile Service,
  - RoadShow Appraisals,
  - Harmony Printing,
  - Your Auto Mementos.
  - Porsche Cars Canada was not able to participate due to scheduling conflicts.
  - The Concours team also thanks volunteers David Forbes and Anne Cooper, Zachary Wankum, Nick Montgomery and Douglas Ailles for their help in making the event a success.
  - The UCR Concours d'Elegance will be able to donate net proceeds of approximately \$1,700.00 to the Canadian Red Cross-International Disaster Relief Fund again this year.

### **Phil Downe & Kye Wankum**

#### **Provinz Update**

- The July issue of Provinz goes to print on Wednesday, July 6 to be mailed on July 8, 2011.
- The 80-page, 35th anniversary issue is planned for September 2011.
- Delays in getting to print were caused by file transmission problems and increasingly problematic, outdated software.
- The PCA/UCR publishing system needs an overhaul and new software.
- Our forecasted average cost per issue per member for all 2011 now sits at 66 cents per member per month, well ahead of our target of \$1.00.
- We are considering a UCR-event, photo contest to commence with the August issue.
- There were no new advertisers for the month of July 2011.
- New advertisers will be needed to replace contracts that expire next month.
- We encourage all our members to give all our advertisers an opportunity to compete for your business

### **Phil Downe**

#### **Yorkville Exotic Car Show**

- The June 19, 2011, Father's Day event was a huge success drawing a crowd of over 50,000 spectators.
- Over 100 display vehicles were staged on Bloor Street backed by Toronto's trendiest luxury boutiques.
- The funds raised in support of Artists for Peace and Justice was in excess of \$100,000.00.
- UCR attendee donations and Porsche car sponsorships totaled 40% more than all the other car clubs combined.
- Pictures and video of the event are now posted on [www.YorkvilleExotics.com](http://www.YorkvilleExotics.com) and the PCA/UCR website in the photo gallery.
- The UCR volunteers did a fantastic job and special thanks go out to everyone who contributed, (See Provinz, July 2011).

### **David Forbes**

#### **Fun runs**

- Looking to add more runs next year (approximately 8)
- David will be making an information package available to organizers to cover all of the needs and documentation

#### **Rallies**

- A discussion took place over how to get more people involved in the rallies
- It was agreed that the events are presented excellently but what is missing is more pre-event publicity

### **Mario Marrello**

#### **Nominating Committee**

- Nominating committee met on June 18 and has identified a pro-

spective slate for 2012. Final discussions will happen in July with the final slate announced by August

#### **Socials**

- July will be held at Downtown Porsche. Lawrence Yap will be back to speak about Porsche Secrets.
- August will be held at Pfaff Outlet in Oakville. Manager, John Pera will be our host.

### **Tim Sanderson**

#### **Tech Events updates**

- Looking into having Braidan Tire host another tech event now that they have moved to their new premises

### **John Van Atter**

#### **PorschePlatz Update**

- Moving ahead looking for two more volunteers
- A flyer will be included in this month's Provinz

### **Otto Mittelstaedt**

#### **Club Email Practices**

- Otto expressed concern that there are too many emails going out on behalf of the UCR
- The policy of the previous website is that there was only to be one promotional email per month. In the current site it states explicitly that the UCR will limit emails of this type to one per month, unless there is some type of emergency. The danger is that too many emails will turn off members, who can simply unsubscribe, and then be out of reach permanently.
- The single UCR monthly email blast is timed to promote the Monthly Social.
- Non-official emails sent out by others on behalf of the UCR give the impression that we are giving out our email list, which is not the case. This type of email may not have an unsubscribe link, causing users to click on the official email unsubscribe link instead.
- It is difficult / expensive to find hosting providers that permit a lot of emailing.
- Email promotions require a lot of effort, compared to promoting events on the website.
- PCA supports an email blast service that we can leverage. The committee can include this in their review
- Mike Bryan and Walter Murray expressed the opinion that today many people needed to be constantly reminded of events.
- Otto suggested we could set up Twitter for these people, if a volunteer could be found.

### **Mario Marrello**

#### **New Business**

#### **Mike Bryan**

- Having acquired new display material for use at UCR and other auto-related events, we need a guardian of the material, a storage location and transportation policy
- Mike will find a solution for this before considering any further display material purchases such as the proposed canopy.

#### **Kye Wankum**

- a new meeting venue would be appreciated
- it was agreed that it was time
- this general area is good

**Next meeting will be held on August 2, 2011, at Sandman Signature Toronto Airport Hotel, 55 Reading Court Toronto**

**Meeting adjourned at 9:11** ☘

# CONTACTS



## EXECUTIVE

*President*  
**Mario Marrello**

*Vice-President*  
**Del Bruce**

*Past President*  
**Martin Tekela**

*Secretary*  
**John Van Atter**

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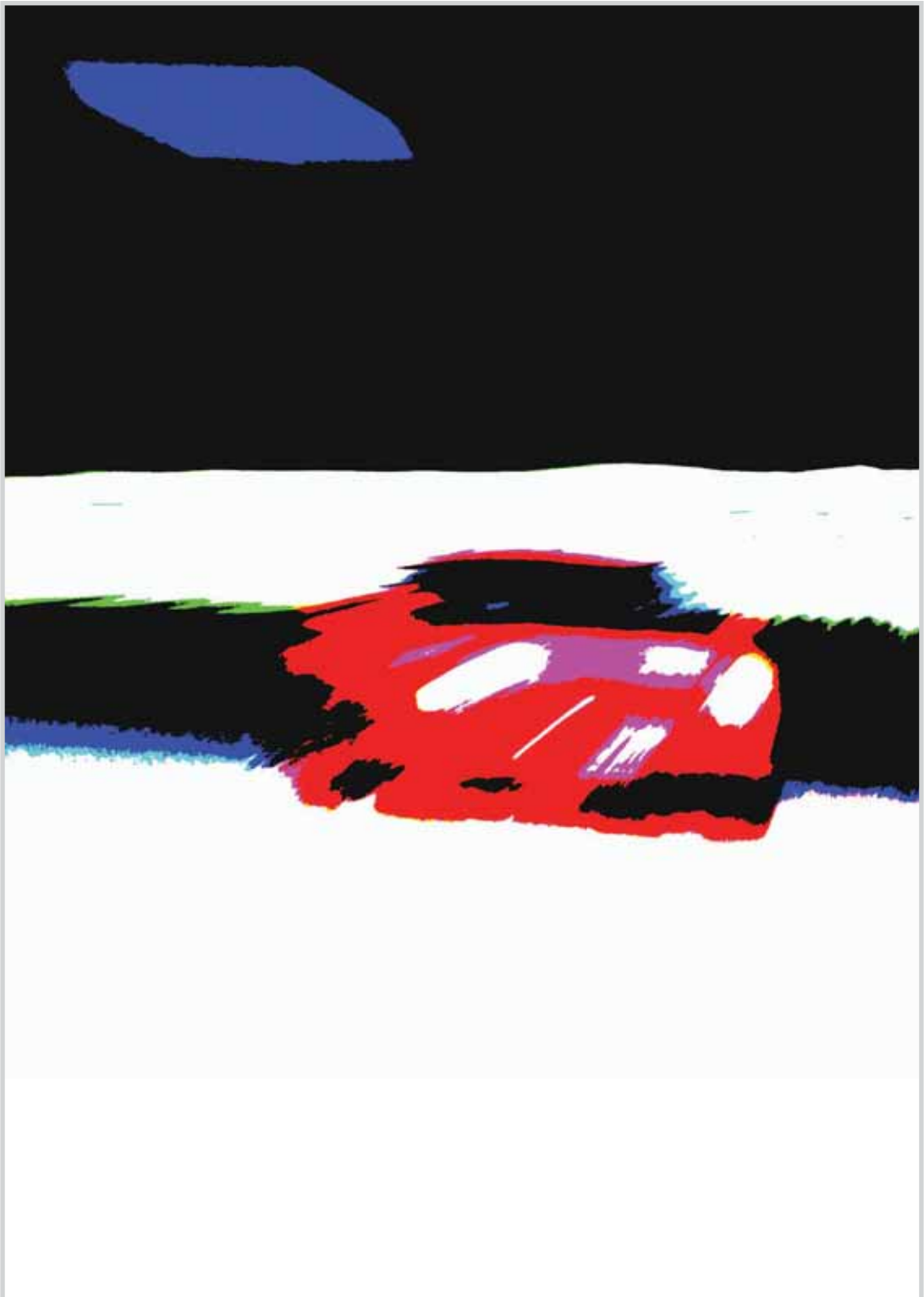
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