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



December 2011

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Cover photo: The new Porsche Panamera GTS – looks to match the performance;
Photograph, courtesy of Porsche AG Press Archives

PRESIDENT'S MESSAGE



Mario Marrello
UCR President

Thank you UCR for welcoming me back for another year as your president. It's my privilege to continue to support this club.

I'd like to welcome the new members to the board: Isabel Starck and Arthur Quinlan.

Isabel Starck is now our new secretary, replacing the outgoing John Van Atter. Many of you know Isabel as the chair of our socials. Isabel is an enthusiastic supporter of the club and I'm looking forward to her contribution to the board.

Arthur Quinlan is joining us as a director, replacing Patrick Michaud. Arthur is well respected and I'm looking forward to welcoming him to the board. Arthur is from the London area and I'm sure he will provide us with a perspective from this growing geographic area of our membership.

I am also happy to announce that Martin Tekela is in fact staying on as a past President. I made an error last month when I reported he was leaving. Our by-laws state that a past President must be involved with the board and Martin has graciously agreed to stay on. Thank you Martin.

I would also like to thank Martin Tekela and the entire board for taking on the task of putting together our 35th Anniversary Gala. The timing of this message prevents me from telling you about this event, as it's yet to happen at the time of this writing, but I can say this event promises to be the highlight of 2011 and I'm looking forward to seeing a lot of you there.

One of the first events I participated in as President is the bi-annual Zone 1 President's meeting. This event is held for all Zone 1 region presidents to get together and discuss the status of Zone 1 events, as well as any changes or clarifications to the rules governing the club.

If you are new to the club (and I know that many of you are, considering our record setting, award winning growth

in 2011), I'd like to introduce you to some stats. UCR is just one of the 18 regions in Zone 1. There are 13 Zones in PCA. In total, PCA is made up of 139 regions. Zone 1 covers the North Eastern US, Ontario, Quebec and the Maritimes.

Zone 1 also hosts a number of events that you are both encouraged, and definitely welcome, to participate in. Participating in Zone 1 events is a great way to meet PCA members from other regions. Zone 1 hosts a Concours, a Rally, an Autocross, a Club Race and a DE event at Watkins Glen. Check out our website under the Porsche Club of America link to get to the PCA Zone 1 home page.

In addition to our annual election, our November social hosted Tim Sanderson and Stan Carmichael. They put on an excellent presentation on their experience at Targa Newfoundland. This social was very well attended and I know it was because of this presentation and not because of the election.

As always, I encourage you to communicate your suggestions to me as President or to any member of the board about anything you feel we can do better. You can access me through email, phone or even approach me at any event. I'm happy to receive feedback from you, the membership, as this club belongs to you, so let's work together to make it even better.

Merry Christmas, Happy Holidays and a very happy 2012 to everyone! ❄️



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

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 – postponed
Please see page 61 for details
11 Sun UCR Autocross at the Toronto Star facility in Woodbridge
13 Tues UCR Social Meeting cancelled
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 at The Musket in Etobicoke
15-16 Sat-Sun Driver Ed at Mosport
22 Sat UCR Rally #3 - Details TBD

NOVEMBER

8 Tues UCR Social Meeting and Election at Mimico Cruising Club, Toronto
19-20 Sat-Sun Zone 1 Autocross at Tobay Beach, Long Island, N.Y.
19 Sat UCR 35th Anniversary Gala at Westin Harbour Castle Hotel, Toronto

DECEMBER

Please see the January 2012 edition of Provinz for the calendar of 2012 events.

SOCIAL EVENTS



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

UCR 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, December 13

**Pfaff Tuning, 33 Auto Park Circle
Woodbridge, L4L 8R1 (877) 905-3509**

Pfaff Motors is a valued supporter of UCR and joins us in welcoming back our Holiday Social in December. It has only been four months since our last social hosted by Pfaff Motors at their Oakville location, which was a great hit. Now, this month, they welcome us to their First and Only Canadian McLaren Dealership, shared with Pfaff Tuning. Those attending have the opportunity to have an up close look at the latest car builds from Pfaff Tuning, including their latest TechArt products. Guests will also get an exclusive look at the new McLaren MP4-12C. So bring your festive cheer and grab your closest friend for a night of drinks, hors d'oeuvres, and some amazing eye candy for the car enthusiast in us all.

Tuesday, January 10, 2012

**Mimico Cruising Club, 200 Humber Bay Park Road West,
Toronto M8V 3X7 (416) 252-7737
www.mimicocruisingclub.com
Speaker: TBA**

Tuesday, February 14, 2012

**Mimico Cruising Club, 200 Humber Bay Park Road West,
Toronto, M8V 3X7 (416) 252-7737
www.mimicocruisingclub.com
Speaker: Laurance Yap**

Past Events: November Social at Mimico Cruising Club in Toronto

Photos by Isabel Starck

Mimico Cruising Club was the setting for our November Social. The "Oasis In The City" is the most visited venue for our Monthly Socials. Not only due to their location, but also their staff, service, and delicious meals. This evening proved nothing less. As usual, guests were greeted by our charming Welcome Table Host: Dagmar Pegg. A number of members brought guests, which I can mostly attribute to our speakers for the evening. Drinks and mingling ensued, and soon thereafter, Club President, Mario Marrello, took the stage to begin the announcements.

Continued on Page 14



WELCOME!

NEW MEMBERS

Name	Location	Model	Thanks To
Ali Adifar	Toronto	12-Cayenne	Downtown Porsche
Ameir Altaee	Orleans	11-911	Downtown Porsche
Fahimeh Aryanpour	Toronto	11-Cayenne	Downtown Porsche
Deborah Berg & John Goyo	Acton	07-Cayman	
Kelvin Bernard	Toronto	10-911	Downtown Porsche
Caroline Bourret & Eric Tourangeau	Markham	11-911	Porsche Cars Canada
Michelle Bruce	Toronto	08-Boxster	Downtown Porsche
Richard & Jennifer Carryer	Oakville	06-Cayman	Mantis Racing
Jie Xiong Chen	North York	12-Cayman	Downtown Porsche
Li Zang Chen	Richmond Hill	12-Cayenne	Downtown Porsche
Zheng Hua Chen	Richmond Hill	12-Cayenne	Downtown Porsche
Nikolai Cholmakevitch	Thornhill	12-Cayenne	Downtown Porsche
William Dier	Toronto	07-911 Targa 4S	Mark Russell
Gail Dobby	East York	12-Cayenne	Downtown Porsche
Preston Dokuchie	Burlington	04-911 GT3	
Iris Duncan	Toronto	83-911SC	
Richard Fallows	Orillia	02-911T	
Diana Fletcher	Mississauga	11-911	Downtown Porsche
Arpad & Jackie Gilkze	Waterloo	01-911	Mantis Racing
Jean-Philippe Granger & Amy Cook	Toronto	01-911	Philippe Ayoub
Daniel Halbert	Toronto	12-Cayman	Downtown Porsche
David Hastings	Ridgeway	68-911	Trf-in from Canada West
Todd & Sarah Holyoak	Wallenstein	99-Boxster	
Dirk Joustra	Toronto	12-Boxster	Downtown Porsche

Continued on page 14

CONGRATS!

ANNIVERSARIES

25

YEARS

Jerry Ciz
Rolf Schoene
Botho & Susan Von Bose

15

YEARS

Ed Borzychowski
Gillian Hargreaves
Mila Rufenach

5

YEARS

Debbie Brosz
Gary & Anna Budzey
Zenon Ciz
Henry Deisinger
David Dubois
Ralph & Mary Green
Marta Martiuk
David Morin
Hamid Omoumi
Boris Posavec
Napoleon Torres



20

YEARS

Max Schoemer
John & Cheryl Stapleton

10

YEARS

Steve & Kim Conley
Barry Linsley
Chris & Dymphna Tully
Mark & Deborah Vaillancourt

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EDITOR'S RAMBLINGS



Kye Wankum
Editor

Tis the Season to be jolly and so, beginning with the cover shot of the new Porsche Panamera GTS in a beautiful red to go with the colours of the season, is our newsletter this month. If you missed the UCR 35th Anniversary Gala, you really did miss out on some very jolly times there; more details on that great event will follow in next month's issue.

This month, we feature some of our other recent events; from the November UCR Social to the Braidan Tire brunch at their new location, and to the fabulous Targa Manitoulin. Our tech editor, George O'Neill presents us with a very current topic on how to get your modern music player to work with the sound systems found in Porsches that are a little older.

Dave Osborne, recipient of a special award of appreciation from the UCR track team, and well-deserving winner of this year's Enthusiast of the Year award at the UCR Gala, shares with us, not only his monthly Track Talk column, but also a feature on all of those who make our UCR Driver Education program the success that it is. Congratulations, Dave!

Aside from showcasing the new Panamera GTS in these pages, we are also showing you Porsche's new weapon for the 2012 assault on the American Le Mans Series – let's hope that 'wider is better' indeed and will help our favourite marque claim top honours in that category again in the coming year, with the new 911 GT3 RSR.

Our lovely host at the UCR Socials, Dagmar Pegg, had sent me some photos from Christmas in Germany almost a year ago and here, finally, is an occasion to show them off. Meanwhile, former UCR President David Langton reports from a trip down Dixie way to follow up on our ALMS report

in last month's issue. For an article not at all related to Porsche cars, take in the very interesting feature on the War of 1812 by our regular 'lifestyle' contributor, Sandra Ozkur.

It is that time of year when I want to take the opportunity to say thanks to everyone who helps make this publication possible. Without mentioning all of the names – they can be found throughout these pages – it is the UCR Board, my fellow editors, our printer and our graphic artist, you – the membership, submitting your write-ups and photos, and last but not least, our advertisers who make it all possible. Thank You All!

Have a wonderful holiday season!



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THE WAY WE WERE...

25 Years Ago

Editor was John Adam – never seems to know when to stop! Our print run was 350 copies. Mark Herring reported that membership now surpassed 200. The lead story was about our Canadian drivers, Nierop, Spenard and Goodyear, going to Le Mans in 1997. Bruce Farrow reported that DE events at Shannonville were four times more popular than Mosport. Some things DO change. Our social was held at Gasthaus Schrader, and I have to say that I remember the venue fondly. A full page of phony stocking stuffer ideas was full of laughs. For example, “New pair of Bata brake shoes.”

20 Years Ago

Editor was still John Adam but writing his “final column”. Yeah, right -- only to become PCA Zone 11 rep. New president was Clive Van Wert. A PCA membership contest was announced. We had 850 members and our Region was 10th largest in PCA. Chief Instructor and a fav Provinz writer, Howard Dexter, wrote that Stephen Goodbody was Instructor of the Year. Our December social at PCYC featured a gift exchange. David Gaunt was his prolific self as tech editor. Michael Tamblyn wrote a long feature titled “Reflections of a Rookie Trackie”.

15 Years Ago

Colourful graphics by new editor Karl Thomson. New members included Keith Andersen and Greg Moisley (now at Pfaff Porsche). Botho von Bose was ending his term as President. Outgoing Provinz editor, Dave Gaunt wrote about winning a first place in PCA's national newsletter contest. He went on to thank a lot of members for their support of Provinz during his five-year tenure as editor.

Contributed by John Adam, UCR Historian ☼



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DRIVER ED

**The
Date for
the 2012
PCA Club Race**

hosted by UCR at Mosport is
July 6th through 8th



UCR Driver Ed Dates for 2012!

Mark Your Calendars Now! Registration Opens Midnight New Years Eve!

Introductory Driving School

Saturday April 14th, Mosport Training Facility
Saturday April 28th, Mosport Training Facility
Loads of Porsche Fun with Lunch Provided.
Slip and Slide in complete Safety!

Driver Education Program Dates

Saturday & Sunday, May 12th & 13th
Mosport Grand Prix Track
Our Spring Fling with Munchie Buffet Social
and Lunch Time Lucky Draw included!

Saturday & Sunday June 9th & 10th
Mosport Grand Prix Track
Saturday evening Track Walk with Refreshments.
A must for all serious "Trackies"
More to be announced for this event!

Friday thru Sunday, July 13th, 14th & 15th
Mosport Grand Prix Track
Loads of Student Spaces, Three Days of Track Time
and Saturday evening Dinner & Social with NNJR

Saturday & Sunday, August 18th & 19th
Calabogie Motorsports Park
Drive this Fabulous Road Course
nestled in the heart of Ski Country.
More to be announced!

Saturday & Sunday, September 22nd & 23rd
Mosport Grand Prix Track
One of our most popular weekends. It's the
Fall Colors event with Munchie Buffet Social
and Lunch Time Lucky Draw included!

Saturday & Sunday, October 13th & 14th
Mosport Grand Prix Track
Our Multi Marque Oktoberfest event
with German Cars, Food and Beverages!

For questions regarding UCR
DE registration, please contact
registrar@pcaucr.org

Braidan Tire Brunch

Photos from the October 29th Braidan Tire Brunch by Eshel Zweig (More photos on page 55)



Save The Date!

Spring Tour 2012

The annual Spring Tour will be held on the weekend of May 25/26 at the Waring House in Prince Edward County, Ontario's newest wine country. The tour will be in memory of Jeff White. Details will be available in the January Provinz. Your host, Mary Byczok.

UCR SKI DAY

at Osler Bluff Ski Club

Thursday, March 1, 2012

(details in next month's Provinz and at pcaucr.org)

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:

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UCR Tech Session

You Too Can Give The Gift Of Music

by George O'Neill, UCR Tech Editor

For some time I have wanted to be able to play in my Porsche all the music I have so diligently transferred from my CD collection to my iPhone. Although I do have the optional 6-CD changer in the luggage compartment connected to the stock CDR220 radio, I really wanted to be able to select from my entire library of music wherever I went. So some research was in order to determine my options.

First, I consulted the CDR220 owner's manual. Although the manual physically resides in my 996's glove box, all I had to do from the comfort of my favorite living room reading chair was Google "CDR220" and up popped on my iPad the electronic version of the manual. Isn't technology wonderful!

I was looking for a schematic of the connectors on the back of the radio. As luck would have it, but more due to the smart engineers at Becker (the CDR220's manufacturer), there were indeed connectors, labeled C2 and C3, that possibly could be used, but they were currently used by the CD changer.

Okay, progress, since I now knew what I was working with radio-wise, but I still did not have the entire answer, as I needed something to connect the iPhone and radio. I scoured the RennTech and Rennlist forums, which are fantastic places to obtain Porsche-related information but I have learned to be cautious, as sometimes opinions are just that, and not based on actual hands-on experience. I also consulted various websites, including those of Apple, Porsche and Becker, for available options. I would consider any solution so long as I could keep the stock radio in place, as I liked it and it was part of the optional Bose



system. Over the course of a few weeks researching, a clear picture was crystallizing.

Advertised on the Becker website (www.beckerauto-sound.com) was an iPod cable that plugs into the CDR220 C2 and C3 connectors. For reference, the Becker description and part number is: iPod Cable Part# BAS.iPOD. They claim the cable works with all iPods and iPhones and will charge the device while playing. The only caveat is that using the cable requires the CD changer to be disconnected. No loss, really.

To learn more, I called Becker's New Jersey office and found the cable costs about \$90 and that it will work with my 3G and the newer 4G iPhones. Radio removal keys will also be required, and they are available from Porsche for about \$15 if I remember correctly, as it has been a few years since I bought mine, or you can order a set from Becker. The Becker part number is 1184.989. So the cable order was placed.

Installation took only about 20 minutes and four



Pro Tech Tips



1) Tuck the iPhone cable transformer out of the way prior to inserting the radio back into the dash, and wrap the transformer with tape to discourage vibration/rubbing noises while driving

2) Prior to unplugging the CD cable, remove any CDs from the magazine as there will be no power to the unit after the cable is unplugged

3 Prior to fishing the iPod cable into its final location and prior to re-inserting the radio in the dash, test the iPod/iPhone to ensure it works correctly

easy steps, with absolutely no permanent modifications required to the vehicle. Step One was to remove the radio, inserting the keys in the front slots, pulling the radio out, and then removing the keys by pressing in on the blue pins on the sides of the radio. Step Two was to carefully pull out the C2 (green) and C3 (blue) CD changer connectors and insert the iPhone cable connectors in their place. The connectors only fit one-way, thanks to a fail-safe production technique to ensure components can only be installed the correct way, so called 'poka-yoke'. Note that if you have CDs in the changer magazine, you should remove them before disconnecting C2 and C3. Step Three

was to carefully fish the other end of the iPhone cable through the radio dash hole, either to the left or right behind the center console. I choose to fish the cable to the right passenger side and then I tucked the cable under the center console edge near the carpet, letting the end sit between the console and the passenger seat. I then connected my iPhone to this end and placed it in the



unused center console ashtray, a perfect place to hold the phone. At this point it is a good idea to test the system to ensure everything is working. Choose the AUX source on the radio then open the iPod application on the iPhone and pick a song to play. Finally, Step Four was to tuck the cable's small transformer box (I wrapped mine in electrical tape to dampen any possible vibration noises that may occur if it touches other parts of the dash) in behind the radio and then I slide the radio back in place, ensuring the cable does not get pinched.

Done, that's it. An easy, well-engineered solution to add an iPod or iPhone to a CDR220 radio for about \$100. Enjoy the music! 🎵

Please send to George@ONeillRealEstate.ca comments or suggested future tech articles.

November Social at Mimico Cruising Club in Toronto (cont.)

Photos by Isabel Starck

The New Board of Directors was announced and introduced, with the majority in attendance. Richard Shepard, Provinz Publisher, announced the winners of the Who's Who contest in the 35th Anniversary Issue.

And finally, the moment all had been waiting for, the evening's speakers: Northwest Atlantic Motorsports Team presenting on their experiences at the 10th Anniversary of Targa Newfoundland. The team was made up of PCA/UCR members Tim Sanderson, Stan and Bob Carmichael, and Yarko Matkiwsky (not in attendance). Coupled with a slide show, including pictures and videos, the team relived their experiences with us. Surprisingly, most interesting was not the race itself, which is quite a feat and obvious accomplishment. But more so the camaraderie, touching moments with the fans, and bonding they lived through. At one point shiny eyes were visible on all team members as they reported on their race. Lesson of the night: You get back more than you give when you participate in Targa. If you missed this event, please visit their blog at <http://pcaucr.org/nwatarga2011> to read more.



The Northwest Atlantic Team are L to R: Bob Carmichael, Harry and Joan Sanderson (Tim's Parents), Tim Sanderson, Delani Davis, Stan Carmichael.



New members continued from page 7

Thomas Lewis
Yue Li
Stevearena
Ronald Masleck
Laara McFadden & Ted Watson
Edmon Ohayon
Paolo Peter Pacifici
Kevin Parker
Joe & Sofia Sisera
Mark & Rebecca Slywaka
James Sorbo
Jose-Manuel Vernaza & Pilar Segura
Cathryn Vrancic
Xin Chao Wan
Jean Wu
Beata Zaboroske
Foster Zanutto & Greg Marr

Toronto
North York
Oakville
Toronto
Mississauga
Toronto
Stoney Creek
Brampton
Oakville
Dundas
Toronto
North York
Aurora
North York
Burlington
Toronto
Fonthill

97-911
04-Cayenne
11-Panamerra
12-Cayenne
86-911
08-Cayenne
12-Cayenne
06-Cayenne
03-911
95-911
09-Cayman
06-Cayman S
12-Cayenne
12-Cayenne
12-Panamerra
09-911
02-Boxster S

Downtown Porsche
Downtown Porsche
Mantis Racing
Downtown Porsche
Downtown Porsche

Mike Cornale

Robert Burgess

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Your Track Team

Who is Who and What they Do

By Dave Osborne, UCR Track Chair; photos by Andreas Trauttmansdorff, UCR Member at Large

Stephen Goodbody is your Chief Instructor. I have to start this article with Stephen because he is the first to host a driving event each season. Stephen runs the Introductory Driving Schools in April. He stands out in the wind and rain with a handful of carefully selected Instructors to teach our new victims / students the basics of how to handle their cars when things get difficult. This basic education, known as Skid School, prepares them for the Advanced Driver Education that follows.

Throughout the DE season Stephen assigns the Instructors, mentors our Track Samplers and takes us all on a Track Walk at the June event. This is one of the best teaching tools of the season as he walks "the Line" and explains the small adjustments that make all the difference in high performance driving. It doesn't matter how busy Stephen is, he always has time to answer questions and help out. His enthusiast of the decade award was well earned. Stephen is one of the mainstays of the DE program.

Ian John has joined Stephen in his role as 'assisting' Chief Instructor. As you can see from Stephen's work load, he barely has time to have a life outside of the program. With Ian's able guidance, the Team maintains the integrity of our program on the few occasions that Stephen can't be at an event. I've worked with Ian several times in the past year and he is a solid addition to our Team.

Del Bruce is Vice President of our club and an avid driver. He owns both low-powered and high-powered Porsches and loves to make them work hard for him. Despite a full race schedule and a host of other interests, Del manages our Worker Assignments for all of our DE events and still manages to teach students. Sometimes getting the volunteers to where they are needed is like herding cats, but Del seems to do it with ease. Del cares for and maintains our track radios, hosts the yearly planning meeting and his measured advice is something I can count on every time. He is our Track Team's liaison to the Board and a great help in our organization.

Markus Blaszk is our Registrar and the gatekeeper to our program. When you sign up for an IDS or DE Markus takes your raw information, assigns you your car number, fills the run groups, >



Stephen Goodbody, Chief Instructor



Ian John, Assistant Chief Instructor



Del Bruce, Worker Assignments / Board Rep



Markus Blaszak, Registrar

collates the information for the printers and medical staff and still manages to be the first person at the track to welcome you in the morning. That kind of job needs some help so Rose Blaszak is right there stuffing wrist bands into envelopes the night before each event and making sure everything gets done on time. We have cut off dates and refund policies that have been established over time and it's Markus's job to make sure that we are all treated fairly and equitably. A thankless job, but a necessary one, so thank you Markus, for doing it.

Scott Wilkens is our Tech Chief and his middle name should be "Safety". Everything Scott does in this program is dedicated to us having Safe / Fun events. Scott researched the most common failures in all Porsche models and designed our tech form to cover these possibilities. He inspects and oversees our Tech Centers to establish that they are not only equipped to support our club, but that they meet Scott's standards for inspection. Scott is also one of the early morning team. Scott, his son Sean and their group of volunteers stand out in the worst weather to collect your inspection forms, make sure your wheels are on tight and ensure that you have followed the club's safety equipment requirements. I've seen private events held without this kind of scrutiny and the word that comes to mind is carnage. Not on Scott's watch.



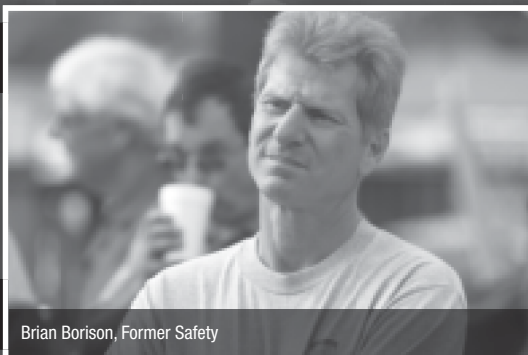
Scott Wilkens, Tech Chief

Andy Wright is our Attitude Adjuster. How's that for a title. His real job is our Administrator. Andy observes our events on behalf of PCA National and determines whether or not we are following their event protocols. This is also an insurance requirement, so don't be too annoyed when you're asked for your Membership Card and Driver's License at every event of the season. It's a requirement. Andy is well equipped to keep us on our toes as he was a past UCR Track Chair as well. We draw on his expertise to keep us in compliance. Since he's there and observing, Andy has become our Attitude Adjuster. When someone is Black Flagged and required to come in, we couldn't think of a better person for them to talk to than Andy Wright. His job at that point isn't to scold or reprimand but it is in everyone's interest for the driver to be aware of his or her mistake, how it came about and how to better deal with that situation in the future. Andy's goal is to help them become better, safer drivers. So don't argue with him...lol.

John Adam manages the tower. Officially he would be known as the "Clerk of the Course". In operational terms John manages the event through radio communications with both the UCR Track Team and Mosport Marshalling Service. It's John's job to coordinate the information he receives from both sources, decide what action should be taken and then contact the individual who can make it happen. He's also the keeper of "the old clock on the wall" so trying to keep our event on schedule during a



Andy Wright, Administrator / Attitude



Brian Borison, Former Safety



Keith Anderson, New Safety



Dave Osborne, Track Chair – at right

constant change of conditions requires some patience and experience. Having John Adam in the tower means that the rest of us are free to take care of our duties, knowing that the event is being managed well. John's lovely wife Rosemary has volunteered to escort our Track Samplers as the ambassador of our program. What a great team.

Brian Borison has been our Safety coordinator for years. Brian's duties start early in the morning while you and I are enjoying free coffee and donuts and visiting Tech Line. The Safety title is a broad one, which includes duties like distributing the Work Zone cones, making sure the fire extinguishers are placed at each flagging station, coordinating the team of Clean Up Volunteers (in case we make a mess) and inspecting the track in the morning, for any safety related issues. We use some of this information at the morning Safety (Tower) Meeting in order to keep our participants safe. Brian has decided to step down this year and dedicate more time to his Students, as he is now a Nationally Certified Instructor. Brian, being Brian has already offered to step in and help anytime we need him. So he's not really leaving us, he's just stepping back a little. We're all grateful to Brian for his many years of service. He'll always be one of the team. Almost sounds like a cult or something because you can't really leave... lol.

Keith Andersen has been our Safety coordinator in training. Keith

would come in early and help Brian in the mornings and then volunteer for anything that needed to be done. In a volunteer organization like UCR you can't place a value on the kind of support that people like Keith provide. He's known as the "Give-a-way Guy", one of the clean up crew, the driver of the all important Beverage Car at the yearly Track Walk and last but certainly not least, Keith volunteers for everything. Need a guy to cover a Track Team position because someone is away? Ask Keith. Need to find something, carry something or just need some good advice?

Keith is always there to help. The Track Team welcomes Keith to his new position as Safety Coordinator and we look forward to serving the program with him. Anyone interested in assisting Keith?

There are a few other people besides our vendors who help complete our track efforts. Peter Carroll has developed our Registration System over a period of many years. Every season he tweaks it just a little bit more, to make sure that it fits our needs perfectly. His constant support and the support of the Registration Site is invaluable. He and his wife are also UCR instructors, so Peter is another of our multi-talented team. On the financial side, Graham Jardine helps me create the season's budget and generally stops me from making a fool of myself. He does our credit card processing and is always ready to help us out. Tomiko >



Patrick Michaud, former UCR treasurer and board member



Stephen Goodbody and Ian John

Murk, the club's treasurer has to pay all the bills and keep track of our expenses so we can stay on target. At this point you must be starting to realize that the UCR Track Program is a pretty big production. It takes a lot of very talented and dedicated people to make it all look effortless. I'm just proud to be associated with them.

As the UCR Track Chair, it's my duty to pre-plan all of our events. From establishing our next year's track dates to remembering to bring the beverages to the event and filling all the paperwork afterward, the Track Chair duties are mostly detail oriented. I don't know how anyone who isn't self employed could do it. The pre-planning allows me to still drive, teach and enjoy the company of my UCR friends. Believe me when I say that I get just as much enjoyment out of these track weekends as the most enthusiastic novice.

Of course the Track Team can't possibly put on a program as large as ours without the Instructors. These are performance drivers like you, who spent years going through the Advanced Driver Education program. They are from varied backgrounds and careers but they have one thing in common, their love of driving Porsches well. Each of them was selected by the Chief Instructor out of the black run group and invited to Instructor day. There they went through a National Instructor Training Program where they learned to share their knowledge in a way that makes learning fun and easy. These brave men and women climb into a stranger's car at every event and attempt to make our members better, safer drivers. Their only reward is when a student tells them how much they enjoyed driving with them. UCR Instructors are some of the most highly trained and capable Instructors in all of PCA, so we should be grateful to them for all their hard work.

We have great plans for next year and all of these amazing people are going to make them happen. You can show your support by coming out to a track event and having Safe / Fun with us. The 2012 Registration opens at 12 midnight New Years Eve. We do all this for you.

See you trackside soon,
Dave ☒

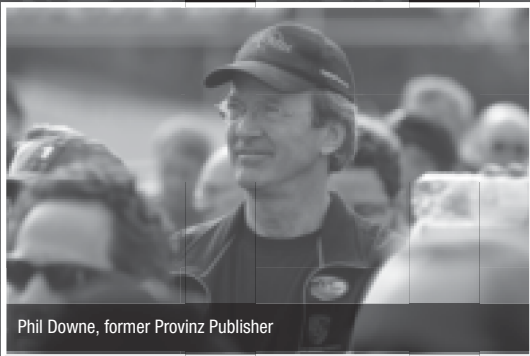
Apologies to those UCR Track Team Members who's photos were not available at press time: John Adam, Tower Operations; Peter Carroll, IT; Graham Jardine, Finance



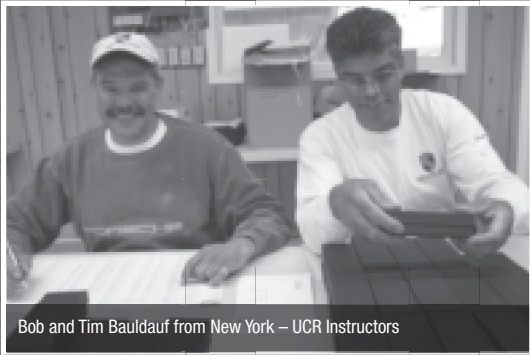
UCR's John van Atter, past UCR Secretary, with yet another student...



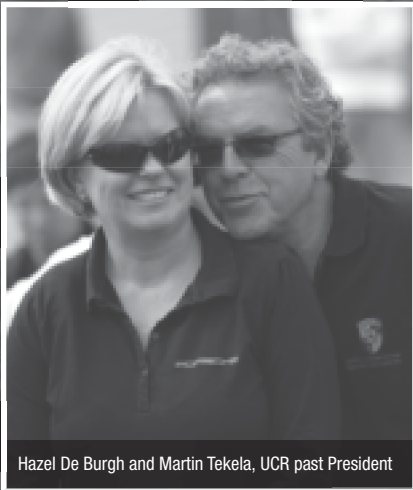
Sheri Whitlock, UCR Advertising Administrator



Phil Downe, former Provinz Publisher



Bob and Tim Bauldauf from New York – UCR Instructors



Hazel De Burgh and Martin Tekela, UCR past President

Speed Merchants Wins at Road Atlanta



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911 GT3 RSR

**NEW
CUSTOMER SPORT**

**TOP MODEL
FOR 2012**

RACE SEASON >

Submitted by Laurance Yap,
Porsche Cars Canada;

Photos, courtesy of
Porsche AG Press Archives






The new Porsche 911 GT3 RSR is ready to race. The top model of Porsche Motorsport's customer racing vehicles will head into the 2012 season with extensive modifications. Particularly striking at first glance are the changes to the body: the width of the new GT3 RSR has grown by 48 millimetres. Built to conform to the A.C.O. "LM" GTE regulations, the 911 represents the crowning pinnacle of a range of successful customer sport race cars that are based on the 997 type 911 GT3 RS street sports car.

Powering the new 911 GT3 RSR is a particularly efficient six-cylinder boxer engine with a four-litre capacity. With a mandatory air-restrictor, it generates 460 hp (338 kW) and drives the 310 millimetre wide rear wheels. The diameter of the front wheels has increased by 30 mm to now measure 680 millimetres. The Porsche sequential six-speed gearbox is operated via paddle shifts on the steering wheel.

The nose and rear panels are adapted to the flared front and rear wheel arches, as are the door sill and the wheel arch coverings. The aerodynamic concept is complemented by a new ducting of the intake air. Openings in the rear side sections, as known from the turbo variants of the Porsche 911, replace the air scoop on the engine hood, which is very similar to the 911 GT2 RS street sports car.

The new 911 GT3 RSR can be raced at the Le Mans 24 Hours, the FIA World Endurance Championship, the Le Mans Series, the American Le Mans Series as well as the International GT Open and in other series and races.

"Our customer teams can expect a technically mature, high performance race car with which they will be highly competitive at international long distance races," assures Hartmut Kristen, Head of Porsche Motorsport. "Our test program on various international race tracks is currently running at full speed. We are very pleased with the car's performance and driveability."

The new Porsche 911 GT3 RSR will be delivered to customer squads around the world from January 2012. The selling price is 498,000 Euro plus value added tax of the respective countries. 



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UCR Track Chair Dave Osborne (right) receives a special award for a job well done, presented by Del Bruce, UCR Vice President.



Photograph by Andreas Trauttmansdorff

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The Traditional German Weihnachtsmarkt Christmas Market

Photos by Dagmar Pegg





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DEBUTS PURIST



Submitted by Laurance Yap, Porsche Cars Canada;
Photos, courtesy of Porsche AG Press Archives

430-HP GRAN TURISMO RAISES FEATURES
ALL-WHEEL DRIVE AND SPORTS CAR DYNAMICS

PANAMERA GTS IN LOS ANGELES >



Porsche today unveiled the Panamera GTS, the purest expression of a four-door sports car in the Porsche family, at the Los Angeles Auto Show. Based on the Panamera 4S, the Panamera GTS focuses on performance and includes more power, upgraded brakes and a lowered, sportier suspension, making it even more capable on the race track without sacrificing practicality.

The Panamera GTS conveys its extra capability with distinctive design features such as bi-xenon headlights with black inner bezels, high-gloss black window trim, black side skirts, black lower rear fascia and matte black tailpipes. With large air intakes, the SportDesign front bumper emphasizes the vehicle's sportiness and ensures an optimal air supply. At the rear, the adaptive four-way rear spoiler from the Panamera Turbo positions itself to generate downforce at high speeds. Optional Carmine Red paint, available exclusively for the Panamera GTS, emphasizes the vehicle's sportiness and provides an ideal contrast with the black exterior accessories.

The Panamera GTS is powered by a modified 4.8-litre naturally aspirated V8 engine, delivering 430 hp at 6,700 rpm – increasing the output over the Panamera S and 4S by 30 hp thanks to a combination of a higher rev limit and a higher-flow intake system. The maximum torque also increases, from 369 to 384 lb. ft. Exhaust gases exit through a standard sport exhaust system. Featuring two tuning flaps, which expose additional exhaust openings at the push of a button on the console, it emits an even more powerful sound.

With the launch control feature of the standard Sport Chrono package, the 7-speed Porsche Doppelkupplungsgetriebe (PDK) transmission delivers thrust to the all-wheel drive system without interrupting the power flow, enabling the Panamera GTS to sprint to 100 km/h in 4.5 seconds, accelerating on to a top track speed of 288 km/h.

Acceleration figures and top speed only scratch the surface of the Panamera GTS's sporty character. The adaptive air suspension and Porsche Active Suspension Management (PASM) constantly adapt to the driving challenges by regulating leveling settings, adjusting height, adjusting the spring rate and electrically adjusting the damping system. The body has also been lowered by 10 mm.


Deceleration is provided by the braking system from the Panamera Turbo, which includes larger front brake rotors; like other Porsche models, the Panamera GTS is available with optional Porsche Ceramic Composite Brakes (PCCB), featuring yellow brake calipers. Cornering grip is provided by

standard 255/45 19-inch tires on the front axle and 285/40 19-inch tires on the rear.

The Panamera GTS comes standard with the Sport Chrono package, which offers normal, Sport and Sport Plus modes. Specific characteristics of the car are further accentuated depending on which mode is selected: for example, activating Sport Plus enhances gear-shift parameters and throttle response, lowers the adaptive air suspension and switches to a harder spring rate, while the Porsche Stability Management (PSM) system intervenes later.

Optional features include Porsche Dynamic Chassis Control (PDCC), which prevents the body from rolling by using active stabilizers on the front and rear axle, and Porsche Torque Vectoring Plus, which varies the torque distribution to the rear wheels with an electronically regulated rear differential lock.

Inside, the standard adaptive 18-way sport seats feature Alcantara center panels; Alcantara is also used on the upper sections of the door armrests, front center console armrest and roofliner. The SportDesign steering wheel with shift paddles combines dynamic looks with sporty functionality. Two optional interior equipment packages marry a black interior with decorative stitching on the seats, floor mats, dashboard, door panels, center console armrest and doors, in Carmine Red or GT silver, with matching seatbelts and embroidered GTS lettering on the headrests and safety belts.

The 2013 Panamera GTS will be available in the spring of 2012 at a base MSRP of \$125,400. 





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Panamera GTS works drivers. Above, from left to right: Romain Dumas, Richard Lietz. Below, from left to right: Marco Holzer, Patrick Pilet.
Photograph, courtesy of Porsche AG Press Archives

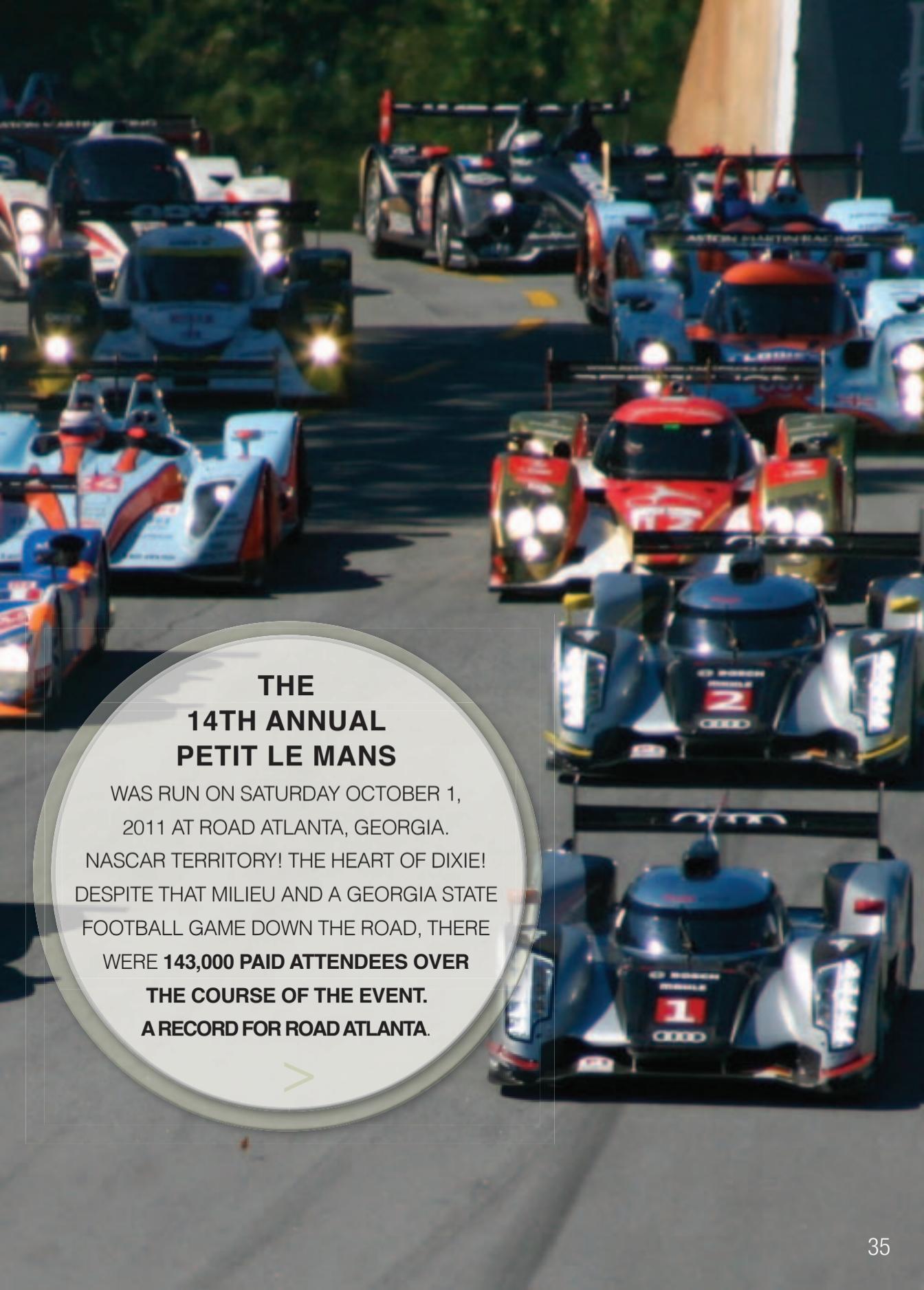




ROAD RACING FLOURISHES IN THE HEART OF DIXIE

*Story and Photos by David Langton,
UCR Member at Large; UCR President in 2003*

provinz F E A T U R E



**THE
14TH ANNUAL
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WAS RUN ON SATURDAY OCTOBER 1,
2011 AT ROAD ATLANTA, GEORGIA.

NASCAR TERRITORY! THE HEART OF DIXIE!
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FOOTBALL GAME DOWN THE ROAD, THERE
WERE **143,000 PAID ATTENDEES OVER
THE COURSE OF THE EVENT.
A RECORD FOR ROAD ATLANTA.**



It turned out not to be the best weekend for Porsche (or for its sibling, Audi) but the weather throughout was perfect Canadian Thanksgiving weather (actually, Thanksgiving was a week later) – bright blue skies, crisp at night and upper 60s during the day.

The Road Atlanta track is north east of downtown Atlanta, about an hour and a half from the airport, assuming reasonable traffic. You can in fact take I-85 from the airport almost right to the track. The track is very well signed on the highway and easy to get to.

The address is on Winder Highway in Braselton – a ‘village’ otherwise best known for a former owner – actress Kim Basinger. Legend has it that she bought the whole village at one point for quite a few million dollars and later had to sell for one million when she needed the money. Be that as it may, Road Atlanta itself today is owned by Panoz Motorsports. Thank goodness!

For Petit Le Mans 2011, if you hadn’t bought infield parking or camping tickets in advance, you were not allowed to drive into the circuit - but there was lots of free parking right outside. Free shuttle buses constantly circulated back and forth between the parking lots and the circuit entrance – you didn’t even have to walk! Once inside the track, there also were shuttle buses to take you around.

Walk-up spectator ticket sales were conducted from tents in the parking areas and at the entrance to the circuit. That seemed a bit primitive; if you wanted to pay by credit card, the lineups were bad - but if you had cash you could be brazen and go to the front.

The actual track layout has a lot of similarities to Mosport and the two tracks have a similar history – built by enthusiasts 40+ years ago, followed by murky financial goings on, bankruptcies etc., and then rescue! The track is about the same length as Mosport, but with two more corners. Like Mosport, Road Atlanta has a hairpin at the far side of the track, followed by a fast straight. Startlingly different from Mosport though, is the approach to the start/finish - a steep downhill right-hander (corner 12), which is also very fast! As you walk into the circuit, corner 12 is what you see first. You are on a hillside that is about the same height as the top of corner 12, so you get a great view of the action.

The familiar voice of commentator John Hindhaugh of Radio Le Mans fame could be heard on the PA. John is a “Geordie” (a person from the north east of England). Those of you who were at the Mosport ALMS race no doubt will remember his



distinctive northern accent. He has an encyclopedic knowledge of motorsports and a very entertaining way of communicating that knowledge.

At one point during the race, John interviewed Don Panoz. Don clearly was delighted at the fan turnout. He reminisced about the pre-ALMS days when they thought they were doing well to get 3,000 people to an SCCA event at Road Atlanta.

The Petit Le Mans race itself started at 11:30 am on Saturday, October 1 and ran until about 9 pm. The race goes for 1000 miles or 10 hours, whichever comes first. Unless you have a headset or can hear the PA, the first thing to tell you that the race has ended is a ‘crackin’ good’ firework display, as Hindhaugh would say.

The ALMS motto ‘for the fans’ was borne out in the pre-race grid walk – it was pretty much the same as at Mosport. The whole of the front straight was packed with fans. It was almost impossible to see the cars. I’m amazed that they can



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clear the grid in time for the race. They need some of our famous 'Grid Nasties'!

52 cars in 6 classes started the race and 38 were classified as 'running' at the end. Peugeot was 1,2 overall. Both Audi R18s retired, one with mechanical issues and the other, two hours from the end of the race, when the car driven by Romain Dumas (isn't he a Porsche guy?) touched wheels with the Peugeot driven by Frank Montagny (the eventual winner) and went into the guardrail.

The highest finishing Porsche was the No. 45 Flying Lizard Motorsports 911 GT3 RSR driven by Bergmeister/Long/Pilet, which was 2nd in the GT class and 11th overall.

In GTC, Porsche was 1,2 (27 and 28th overall) with 911 GT3 CUP cars. The drivers were Jeroen and Sebastiaan Bleekemolen with Tim Pappas and in the second car, Brian Wong, Bill Sweedler and Leh Keen (of Brumos fame).

PCA member Melanie Snow co-drove a Ford GT with David Murry and Andrea Robertson. They finished in 26th position.

Thanks to recommendations by John Q Adam, 'The voice of Mosport', aka "Q" (perhaps his mother was a James Bond fan?), I discovered that flights to Atlanta from Buffalo and back were available at \$100 each way, compared with \$650 return on Air Canada (+ gas and parking in both cases).

Not a cheap weekend, but it was great to see first-hand, the support that road racing has in the heart of Dixie. 🏁



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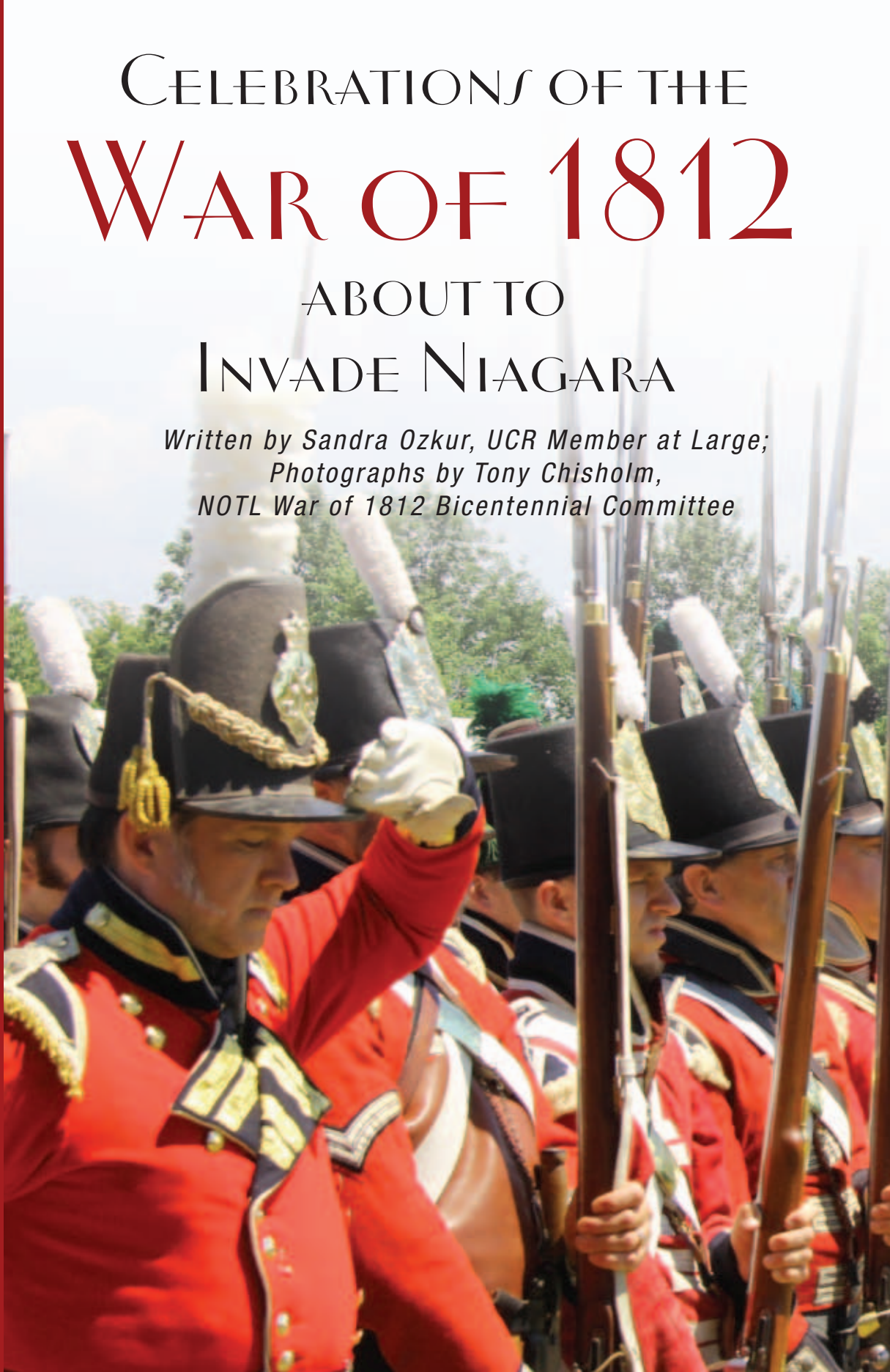
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CELEBRATIONS OF THE WAR OF 1812

ABOUT TO INVADE NIAGARA

*Written by Sandra Ozkur, UCR Member at Large;
Photographs by Tony Chisholm,
NOTL War of 1812 Bicentennial Committee*

provinz F E A T U R E



Battleships on the Great Lakes, Redcoats, Native Warriors, secret rendezvous, spies and turncoats, bayonet attacks, cannon fire, burning villages, marauding soldiers and female informants: sound like a plot line of a Hollywood blockbuster? It's all part of Canadian history and the real life drama that will unfold during the upcoming celebrations and re-enactments of The War of 1812. Niagara is always a great location for a weekend drive and now there is even more reason to take your Porsche and go! Numerous events are planned, over the course of three years, where you can immerse yourself in surround sound and 3D action to commemorate those historic times that shaped the identity of Canada.

The Battle of Queenston Heights, The Burial of General Brock, Laura Secord's Walk, the Burning of Niagara, and the Battle of Fort George are just some of the action that will be taking place. Several committees and hundreds of volunteers within the Niagara Region have been working diligently over the past three years to put together events that will celebrate the 200th anniversary of The War of 1812.

The War of 1812 was the definitive event that united the remaining British colonies, after the American War of Independence, into what we now know as the Confederation of Canada. The Americans declared war on the British because of tensions that had arisen after The War of Independence. Britain was still at war with France (Napoleonic Wars) and had set up a maritime blockade around the country. Britain's interference in America's shipping trade with Europe was crippling the American economy. At that time the British controlled the Province of Canada, which consisted of Upper Canada and Lower Canada (modern day Ontario and Quebec). The Americans felt constantly threatened by the presence of British troops along the Great Lakes and on the high seas. It was the American's hope to chase the British completely out of North America and liberate the continent once and for all from British Tyranny. >



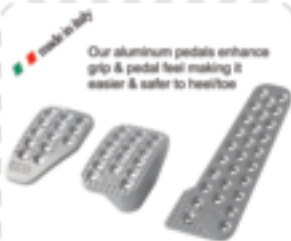
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If your recollection of history is slightly vague, take this opportunity to revisit and relive that era. Niagara saw most of the action during the war and sustained the largest loss of lives as well as the most damage to property. Activities are planned throughout the next three years to coincide with key historical events that happened during those years of war (refer to side panel). Include your children and grandchildren in these activities to keep Canadian history alive for future generations.

The first official celebration to kick off the year 2012 in grand style is the Lieutenant Governor's New Year's Levée! This festive event will be held at historic Fort George, and will be officiated by The Honourable David Onley. This is an opportunity to celebrate the New Year with an age-old Canadian tradition. In the early days, the French fur traders practiced the Levée tradition in order to honour the Master of the Fort. The traders would pay their respects on New Year's Day and the Master was expected to offer hospitality, food and drink. During Colonial times, the official representatives of the Crown adopted this tradition for their subjects. On New Year's Day, the Governor General and the Lieutenant Governors held a reception for their citizens to offer them best wishes for the New Year and make major announcements for the upcoming year. Niagara-on-the-Lake is one of the few communities that still hold an annual Levée. New Year's Day 2012 will see one of the most elaborate celebrations yet: beginning with canons being fired at Navy Hall, the festivities will continue throughout the afternoon at historic Fort George as citizens get together to celebrate the advent of the New Year. Many guests will come dressed in traditional uniforms or historical clothing. It's a great day of community celebration, giving the local people a chance to mingle with government officials.

The official opening ceremonies of the Declaration of War is the next big event of the year, celebrated

with a Military Ball and dinner on June 15th! On June 18, 1812 the thirteen United States of America declared war on Britain and launched an initial attack via Detroit but was repelled by Canadian forces led by General Brock. The second major attack on Niagara happened on October 13th at Queenston on the Niagara River: American troops crossed the River from Lewiston and scaled the escarpment where they were met by forces of British trained troops, Canadian militia, and Native Warriors, all under the command of General Isaac Brock. Together, this intrepid collection of soldiers won a decisive battle and showed the Americans that taking >



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Canada would not be as easy as they thought; however the ultimate sacrifice had been made with the killing of General Brock.

The Battle of Queenston Heights will be staged on location, on October 13, 2012. Thousands of visitors will descend upon the area to witness the re-enactment of this historical event. Hundreds of volunteers dressed up in period uniforms, both from the U.S.A. and Canada, will be brandishing weapons of the day and executing the battle in precise detail! Imagine what it must have been like to cross the Niagara River and scale the treacherous cliffs of the gorge dressed in fitted wool uniforms while engaging in hand-to-hand combat using only flintlock rifles and bayonets. In today's technological age it is hard to comprehend just how physically challenging and emotionally riveting war would have been 200 years ago. This will be an opportunity for young and old to relive our history. Without the bravery of our forefathers, who fought for the ideals that would ultimately shape the Canadian Constitution, we would not be the nation we are today. The war of 1812 instilled solidarity among citizens who wanted to create a new country that would remain loyal to the British Monarchy.

General Brock's heroism will be celebrated with a Drum-head Ceremony on October 14, 2012 at Fort George in Niagara-on-the-Lake. Brock's Monument can be seen perched on top of the escarpment where the battle that took his life was fought. This monument brings honour to all those citizens who died during the great battle. Plans are underway to build a permanent memorial to honour our Native heroes without whose help Brock could not have succeeded.

This is only the beginning of the events that will unfold over the next three years. It would be great to see a long line of Porsches parked at one of these events!

Visitors will be coming from all over the Canada and the U.S. to witness some of the historical moments that led to the official formation of Canada.

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2012 Events

January 1st	Lieutenant Governor's New Year's Levee
June 8-10	St. Mark's Church Chime Festival
June 15-17	Opening Ceremonies with Military Ball
July 1st	Canada Day Celebrations at Fort George
July 13-15	The Navy of 1812, Sailors on the Lakes
October 12,13	Battle of Queenston Heights re-enactment
October 14	Burial of General Brock at Fort George

2013 Events

May 24-26	Battle of Fort George by Parks Canada
June 22	Laura Secord's Walk Bicentennial Event and Historic Walk
July 1	Canada Day, 1812 Historic Collection
December 6,7	Niagara On Fire, commemoration of the burning of Niagara
December 19	Capture of Fort Niagara

2014 Events

July 1	Canada Day Celebrations 1812 theme
July 18	Burning of St. Davids
December 24	Treaty of Ghent
September 6-13	200 years of Peace Celebration

To volunteer or make donations
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2008 Cayenne - Silver/Black, 89,731kms, Nav., Moonroof, Park Assist F & R, more - Stk#PP0912, CPO* \$43,995
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Fun Run Wrap

Before the snow starts to fly, I thought it fitting to formally thank all those who contributed to the Fun Runs in 2011. In May, the Muskoka Fun Run was hosted by my Anne and me - no thanks necessary. In May, the Beaver Valley Fun Run was hosted by Dwight Dyson and Hazel de Burgh. In July, the Bear Manor Fun Run was hosted by Vaughn and Jennifer Warrington. In August, the Collingwood Fun Run was hosted by Don Lewtas, Barb Mitton, and Hazel de Burgh. In October, Anne and I hosted the Muskoka Fall Run. A huge thank you from all of us to each and every host and, needless to say, each event had its own special magic, and that true Porsche pride in the scenic routes of choice and amazing meals provided along the way.

It goes without saying that keeping our tradition of Fun Runs for Porsche lovers is worth the time and effort invested by all of you who gave of your time and expertise, and the many positive emails and comments from many of our participants are an indicator that there is more to come in 2012.

As some of us put our beautiful cars into hibernation for the winter, we know there is a quiet whisper from those amazing high performance engines that beckons to us to 'a gentle awaking' next spring. I invite you all to continue to host and/or participate in our Fun Run Plans for 2012 and to be gratified that so many Porsche lovers appreciated your heartfelt efforts. Have a safe and fabulous winter, enjoy the beauty of the season with your families, and stay connected with your friends. Until next year, 2012, in the "Love of everything Porsche". ☼



Let our Banner fly; Photo by Unknown



All Aboard; Photo by Unknown



Our Hosts - Tom and Cynthia; Photo by Unknown

Photographs from the recent Targa Manitoulin – turn the page for the full story...

TARGA MANITOULIN

SEPTEMBER 17/18, 2011

A FUN RALLY

EXTRAORDINAIRE

By Walter Murray, UCR Director and Targa Participant; photos as credited

What an event. Embraced by the Islanders with spectacular weather to enjoy the beautiful Island's long, curvy and empty roads.

Manitoulin Island is centered between Lake Huron on the west and Georgian Bay on the East. It is a two-hour ferry ride from Tobermory, at the tip of the Bruce Peninsula or can be accessed by road from Hwy 17, west of Sudbury.

So why Targa Manitoulin? Tom Brown and his lovely wife Cynthia, 20-year members of UCR, organized a Fun Run on Manitoulin in 2004. As long-time residents of Tobermory, they felt it was again time to profile their beautiful area and Island with UCR members. The fall colors would be resplendent and the roads past their busy summer peak. What a great time for a Porsche event, but this time, make it a Fun Rally. So Tom combined forces with long time member Sajjad Butt, an internationally renowned Rally Master, who has organized Rallies around the World and is often asked for help by member clubs south of the border. This would be a Rally designed for the Amateur, run within local speed limits and would not be a test of GPS skills. In fact, the challenge would be whether to turn right or left at the correct juncture, and be able to answer skill-testing questions about local landmarks at specific distances. This meant the most important person was the Navigator and I am pleased to report that, after two fun-filled rally days on the Island, all Drivers and Navigators were still talking to each other.

So how is a Fun Rally put together? It is time-consuming work in driving around to plot out a course and come up with the skill testing questions. Twenty-two hours of driving later, Sajjad had a planned rally. To confirm the route and structure it took a further trip, where he and Tom flew up in Tom's plane and drove around to validate and fine tune plans. Robert Colwell, the Gore Bay-Manitoulin Airport Man-



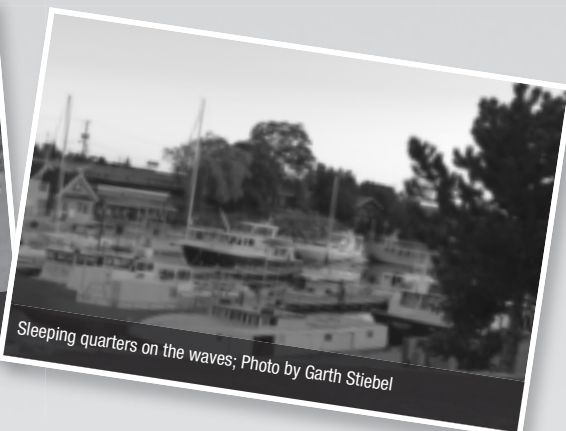
ager was so impressed he offered the facilities of the Airport for any special events. Perhaps the next time for – say - charity rides? It was also becoming clear that Tom knew just about everyone on the Island, as everywhere we turned on our weekend travels, there was someone he knew.

Finally, September 16th rolled around and Sheila and I hopped into our C4S and headed for Tobermory. It was a beautiful cross-country drive through lovely communities like Collingwood and Owen Sound. As we passed the home of Wiarton Willy, we headed due north into a gorgeous red setting sun. We finally arrived at Tobermory, which is the diving capital of Canada, as a result of the many ships sunk by the Great Lakes' fierce and violent storms over many decades. At the Harbourside Motel, we caught up with other arriving members; John and Rosemary Adam, Mike and Pam Bryan, and many of the other 40-plus participants.

After dinner, it was off to a lovely wine and cheese social at Tom and Cynthia Brown's Tobermory Cottage. Nestled in a beautiful inlet, and with no big city light pollution, the sky was lit up like a beautiful diamond display of stars. It was an Astronomers dream. The evening yielded Porsche and other



Happy Hour at Buoys; Photo by Garth Stiebel



Sleeping quarters on the waves; Photo by Garth Stiebel

stories, as we all enjoyed the opportunity to get to know our fellow competitors.

We were up early Saturday to get in line for the Ferry and, as usual, Tom had things so well organized, they were not only ready for us but put us in our own Porsche lineup. A convoy of 21 Porsches is impressive and others wanted to know what we were up to. We found out that word of our impending arrival had already been announced early in the week with a lovely write up in the Manitoulin Expositor - Tom's handiwork again... And then, majestically, out of the rising morning fog, the MS Chi-Cheemaun - known as the big canoe in native Ojibwa, arrived dockside with its huge bow lifting up to accept vehicles and passengers. The Chi-Cheemaun is the largest passenger/car vessel on the Great Lakes and can accommodate 138 vehicles and 638 passengers. It has been plying its trade since 1974 and is so busy that if you do not book ahead in the summer, you will be out of luck to get on board.

Once safely aboard, it was up to the cafeteria where Tom and Sajjad briefed us on the day's events lying ahead. As the Captain of the ship is a personal friend of Tom's, we were all given the opportunity to visit the Bridge. It was amazing to see how tranquil the water was, and it was clear this was going to be an awesome day.

Our two-hour trip got us to the South Baymouth dock on the Island at 10:45am. We all congregated at staging just around from the dock area. There Tom and Cynthia lined us up and our Rally Master handed us our packages. You have to appreciate that when Sajjad arranges a Rally, it is a family affair with his wife Gulzar (Arabic for Garden of Roses), his daughter Sadia and two granddaughters, Hala and Hiba, all in attendance. They knew exactly what to do and were awesome in helping keep us all organized throughout the weekend.

Cars were spaced 30 seconds apart and, as Sheila and I

headed out, I realized we needed to translate average speed into overall time. What was the formula? How does the calculator work on our cell phones? We persevered and worked it out and with Sheila's crisp directions ringing in my ears, we headed toward our first stop at Providence Bay. Sajjad's skill testing questions, such as what was the colour of the barn at kilometre 10.6, and many others, kept us focused and involved. As the cars trickled into Providence Bay, we asked where Mike and Pam Bryan might be? They had started ahead of us. Evidently, they were inadvertently taking a different way around, as they "navigated" the first part of the leg. As Mike later said, we got better! Meanwhile, Rosemary Adam apparently announced, "I am driving", to which husband John replied, "Whatever!" Don't you believe it when Rosemary says she is not competitive...

Then it was on to Meldrum Bay, as we traversed the Western part of the Island. As we drove along, it became all too clear that Sajjad was sneaky with his skill testing questions. Meldrum Bay is a beautiful fishing village type location with the Meldrum Bay Inn serving a sumptuous buffet lunch. Here we were challenged to find 'Peggy', as the next part of the Rally challenge unfolded. Peggy had hidden pieces of a jigsaw puzzle in a local building and, once we found her, gave us clues as to how to find the pieces. She had been creative and we had to put on our thinking caps. Thanks Peggy, for volunteering and setting up this part of our activities. >



Line of excellence; Photo by Sadia Butt



In the spirit of the occasion; Photo by Garth Stiebel

Now for the start of Leg Two, and I don't know if we were drowsy from lunch... but at the beginning we seemed to be driving around in a circle until the pied piper got us back on track! By now Sheila and I were fully engaged and no clue went by without an answer. As we rolled into Gore Bay for the evening, their beautiful harbour unfolded in front of us and the challenge was on to find 'Grumpy Ken'. He was the custodian of the clues to find the second jigsaw piece. Thanks Ken for your great work!

Accommodation for landlubbers were lovely B&Bs or the historic century-old Queen's Inn or, for the seafarers, a CYC moored yacht at the harbour - really neat! We had chosen the Queen's Inn and were warmly welcomed by Susan Mathia, the Innkeeper and Owner. Susan bought the Inn a number of years ago and put it through an extensive period-style renovation. She did an outstanding job, and it feels as

though you have stepped back in time. We had booked the beautiful Elizabeth Suite and it lived up to its famous name. Then on to happy hour at Buoy's in the Harbour, eventually making our way to the Dinner Theatre - all within walking distance. Here, the internationally renowned chef Robin Pradham put on a culinary treat - yes, he is a friend of Tom's and originally hails from Nepal.

Our challenges for the day were not finished. Divided into odd and even numbered car pools, we had to complete the jigsaw puzzles. The odds won - we were number seven, and we enjoyed the major prize of local beef jerky. All prizes over the weekend were local fare. Nice touch, Tom.



Steering the Chi-Cheemaun; Photo by Tom Brown



Photo by Sadia Butt



We were allowed to sleep in on Sunday, with the Rally starting up at 10.30 am. This gave me and Sheila the opportunity to sample the Queen's Inn outstanding breakfast. Susan does the cooking herself and the muffins were to die for. It was another beautiful sunny morning, and Sajjad and his family were all organized to get us on our way. As we headed out, I knew it was going to be another great day.

Sunday's event included a Poker run, including finding three cards along the way. Here fortune smiled on me and Sheila. We were trying to answer the question 'who killed the Hurons' but the roadside plaque was not easily giving us the answer. ➤



Let the (chocolate) chips fall where they may; Photo by Tom Bown



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Just ahead was a First Nations tourist shop and Sheila went in to try and get the answer. She came out grinning from ear to ear - the storekeeper greeted her by saying, "Oh, you must be from the Porsche Club. Here is your next Poker Run card". We would have driven right by. As to the answer, he thought it was 'The Iroquois' and, as it turned out, that was a good guess.

We were having so much fun but, all too quickly, we arrived at the finish in Manitowaning. The Main Street had been blocked off for us and we lined up all the cars for locals to come and visit. It was a marvelous site to allow kids, young and old, to sit in our cars and, as they say, a picture is worth a thousand words. Lunch was across the street at the Assiginack Museum and the Ladies did an awesome job. One more task at hand: announce the winners. First place went to new members Gerry and Mary Grant, second to yours truly and Sheila, and third to Greg and Lisa Oldenburg. We all received some local fare.

A truly remarkable and enjoyable event! Tom and Cynthia, our gracious hosts, could not have been more welcoming and organized, and the Rally Master Family takes a back seat to no one. Our sincere thanks go out to all. It was a superb outing, with comments like 'truly wonderful'; an engaging fun activity; thank you for all the laughs and smiles.

We say about our club: "It's not just about cars, it's about the people". Well, given the warmth and hospitality of the wonderful people of Manitoulin, "It's not just about the Island, it's about the Islanders".

Thanks for having us and until the next time! 🌀



Good day to drive with the top down; Photo by Garth Stiebel



Black and white and rode all over!; Photo by Garth Stiebel



Classics of their kind; Photo by Garth Stiebel

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TRACK TALK

What has happened to Formula-One? Now that our track season has ended I've been watching the last few races of the 2011 Formula-One season. The inaugural running of the Grand Prix of India was really something to watch. While there was some very aggressive driving mid pack, Vettel made pole again, drove off for a decisive win and posted the fastest lap track record. While that might sound a little boring to some, the reality was a breathtaking drive with Jenson Button pushing his car hard in second place. In the second to last lap Mark Webber drove the fastest lap to deny Vettel the record. In a stunning single last lap Vettel put it all on the line and drove the fastest lap of the race on the way to the checkers. Wow, what a drive.

My point is that none of these champions got within one second of each other during the whole race. Under the current state of rules, had Button gotten within a second of the leader, some flappy thing in his rear wing would have given him an unfair 15 mph advantage and he would have driven to the front. Neither of them had the KERS, push to pass systems and neither of them got the flappy wing advantage. They both drove true to their form. Vettel pushing his car to the point of being a little loose and Button, driving smooth enough to conserve his tires better. While I'm an avid Button fan, Vettel simply out-drove him and deserved to win.

Formula-One is supposed to be the best drivers in the world in the best cars in the world. That formula is being diluted by gizmos and contraptions. What's next? Everyone gets a hand grenade to use at their discretion?

While I would probably watch that, it wouldn't make the racing any better. They should stop making it worse.

If you're a regular 'Trackie' like me, you sometimes think you should be tired of lapping Mosport by now. Yet every time we go there I have at least one run that I swear, is the best one yet. Whether I'm just practicing my work zones or having a 'position swapping' session with someone I trust, I come in soaked in sweat, smiling and babbling about this pass or that. That's when I know how much fun I get out of all the preparation and expense. That's when I know how much I have gotten out of nineteen years in the Advanced Driver Education program.

I did the math and it's amazing. Some run groups are 20 minutes and others are 25, so if I average 11 laps per run, 4 runs per day, 16 track days per year, times 19 years, I will have turned 13,376 laps of Mosport. If you do the conversion, that's 33,440 miles on one track. You would think I would be good at it by now... lol. This just goes to show you that driving your car to its limit in a controlled environment never gets old, even if I do! So come out in the spring and turn some laps with us. If you're not sure that this program is for you, then come out and try the Track Sampler Program. It's designed to give you the complete Advanced Driver Education experience without any of the effort. Think of it as DE Light.

You'll find the 2012 Advanced Driver Education Schedule in this edition of Provinz. Registration for the 2012 season opens at 12 midnight on New Years Eve. So, somewhere between the sipping and the smooching, you can sign up for the whole season. It's become a competition between a few of us to see who is the first to log on. That's also a good time to check your information page. You can update your credit card, health and contact information so everything goes smoothly next season.

Your Track Team is working on some really interesting events this coming season. We're planning everything from a Charity Ride for Kids with Cancer, to an intense day of one on one instruction with the Black run group, to a return to Calabogie in August. We are probably doing that without the support of another region, so it's important that you support that event with your attendance. Please mark that weekend in your new 2012 Date Planner that we sent to those who came to OktoberFiesta. Since we won't be having an IDS at Shannonville this season, it will be very important for those interested in driving with us this season to sign up early for the two Introductory Driving Schools



Dave Osborne
Track Chair

Braidan Tire Brunch

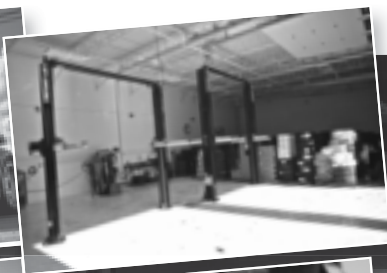
Photos from the October 29th Braidan Tire Brunch by Eshel Zweig

in April. It's a mandatory prerequisite to the DE program and helps keep us all safe on the track and on the road.

Before I go rushing off to a department store to catch my yearly Christmas cold, I want to wish you all a very happy, safe holiday season from your friends on the Track Team.

See you fireside,
Dave ☼

"If you're not sure that this program is for you, then come out and try the Track Sampler Program."



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2007 PORSCHE GT 3; blk/blk, 9,400km, full frontal 3m, cup screens, fab speed exh+ blk tips, sport crono, nav, ipod, HTD seats, bi-xenon, sound pkg +, calibre laser radar, no track, abuse or smoke, always covered & garaged. ASK \$95,000. Harm Rosenboom: (905) 320-8387, cell or harmc4s@gmail.com

2011 Mercedes-Benz; C 63 AMG Affalterbach Edition; 0027 Kilometers, world production 30 units. Serious inquiries \$117,000. Contact Thomas at (905) 689-4155 or at thevoldoctor@hotmail.com

PSS-10 Bilstein Shocks; fits 2001-2004 911 models - original price \$2,850.00, used for one month on 2004 Turbo, asking \$1,600.00 o.b.o. Harm Rosenboom: 905-320-8387, cell or harmc4s@gmail.com

Cars For Sale; 1973 911 S Coupe - Rare Euro S, Zero Options Car 1971 911 T Coupe - Great for 911 RS Clone Project; 1971 911 E Coupe - Sunroof, Fully Loaded; 1976 930 Turbo Coupe - First car delivered to Canada. Toronto Auto Show Car; 1977 Carrera 3.0 Coupe - Euro Carrera - not sold in North America; 1984 944 - Super Clean, One Owner, Original Paint; 1986 944 Turbo - Great possible track car; 1988 928 S4 - Automatic; 911 (Go Kart Size) - Built by Porsche for 1 year only. Very Rare; 1962 Mark 1 Mini Cooper - Vintage Race Car; 1964 Shelby Cobra Replica - Big block car with 6 pack. I also have an assortment of Vintage Motorcycles and Go Karts. Please call Frank for further information: (905) 936-3150 or (905) 936-4999 ext 1.

1963 Porsche 356 Coupe; fully restored; rotisserie sanded; all new wiring; all metal work done; Ivory exterior with red interior. Asking \$40,000.00. Please call Pier at (416) 503-9751.

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914-6/916 GT Flares; 1 set of 4 original steel flares; part numbers: 914.503.908.00; 914.503.906.00 GRV; 914.503.905.00 GRV; 914.503.907.00 GRV. Please call Thomas at (905) 689-4155.

2003 H.D. V-Rod; anniversary colours; gold-key package; 0009 kms! Best offer. Please call Thomas at (905) 689-4155.

Winter Rims & Tires; Porsche Carrera Winter Rims & Tires. Michelin Pilot Alpine on winter alloy rims; Front 235/40R/18, Rear 265/40R/18 Used 1 winter in perfect condition. If interested please contact Bill at (416) 464-8306. Asking price: \$1,800.00*

95 993 Performance Chip; Unleash the power of your 993 and discover the grunt and power the Porsche 3.6 motor is capable of. Eliminate the sub 4000 rpm lag, and make your car come alive. Have your engine 'come on the cam' right off the line, with a very significant increase in low and mid range torque and throttle response, vastly increasing everyday drivability and usability. Capable of breaking rear

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Submit non-commercial ads
with up to date member number to: Porsche Provinz
Attn: Kye Wankum, Editor
kye.wankum@rogers.com

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for 2 months only, unless other arrangements are made.

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Get your ad in by the 1st of the month to appear
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wheel traction with the crack of the throttle, discover low rpm throttle steer from your 993 at your next autocross you never knew your car was capable of! Owners of 94-95 993s have described the change in performance as feeling faster and stronger than a Varioam 993! 94-95 993. If interested please contact Doug at (416) 540-7409. Asking price: \$250*

1987 911 Carrera Cab; 1987 911 Carrera Cabriolet, Black on Black, 3.2 liter fuel injected 214 HP Eng. Upgraded CD/Stereo/I-Pod Player, P/S, P/W, Remote ctl Mirrors, A/C, Canadian Car with 130 000 KM, never tracked, always winter stored. If interested please contact Horst Petermann at (416) 766-9694. Asking price: \$24,500*

4 OE Porsche 17" CUP 2 Wheels; I have a set of 4 OE Porsche 17 inch CUP 2 wheels for sale. These would make a great set for the track or winter wheels. They could use refinishing and one wheel has a pretty scratched up face. They have tires that are mounted but not safe for the road. Center Caps are not included. Located in Toronto. Stats are: Front 7x17" ET 55, Rears 9x17" ET 55. If interested please contact Albert Lee at albertglee@gmail.com. Asking price \$650*

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

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Harmony Road Porsche Parts and Service

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service@markmotorsofottawa.com

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PERIPHERAL VISION



John Adam
UCR Historian

Our President, Mario Marrello, is our 30th and serving a second term. He is directing a club that has distinguished itself many times. We have been recognized as PCA Region of the year twice; our membership growth has been outstanding and trophied five times; our membership co-chairs Mark and Angie Herring were recognized for their singular effort when they received the Zone Representatives Award in 1992 and for their outstanding 26 years service. Our newsletter has trophied several times, including in 2011. Our web site remains amongst the finest in PCA. Our members have been recognized internationally, for example Botho von Bose as PCA Enthusiast of the Year.

After 35 years of growth and success, we need to thank those that first had the idea to form a club. Geoff McCord was their leader. In 1976, perhaps it was just a band of enthusiasts who needed to learn how to fix their Porsches. Hans Pfaff was a proud supporter from the very start and the H.J. Pfaff dealership continues its support to this day. Mosport Porsche Park came on the scene in 1976. Mosport is still an important part of our Porsche Club activities and we expect to see improvements at the venue under the new ownership.

We started with 25 members and we had 190 at our 10th anniversary in 1986. Today, we are over 1,840 strong, plus family members taking us to 3,040. It took a while to really get rolling but baby, look at us now.

Sometimes we find a way to give something to the community and sometimes we get it back in other ways. At the end of the day, it makes you feel good to belong to an organization like the Porsche Club.

Proper Protocol at Meetings

The janitor looked in amazement at the UCR dig-

nitaries around the table after the November Board Meeting. After they finished their meeting, there was a flurry of standing and sitting until all were on their feet and they swept from the room. He asked outgoing secretary John Van Atter for an explanation.

"The tradition," John Van Atter replied, "goes back a long way. When the meeting is over, the President, Mario Marrello, can move (either sit or stand) at will. However, the Vice President, Del Bruce, can move only while the President is seated. The treasurer, Tomiko Murk, can go for coffee only while the Vice President is seated but the President is standing. The director responsible for Tours, David Forbes, can move only if the Newsletter Editor, Kye Wankum, is seated. Finally, the Gala Banquet Chair, Martin Tekela, can move only if the Secretary is seated and the Treasurer, Tomiko Murk, has risen. The Provinz Publisher, Richard Shepard, is usually free to do as he pleases."

"It seems complicated, but after a while, they get quite good at mastering the moves and getting into the elevator before it is full."

New officers have now been elected to the Board. They must take careful note of the protocol at these important meetings. We wish them well in their endeavours.

When you open the bubbly later this month, make a toast to the good times and happy memories made possible by the Porsche Club of America, Upper Canada Region Inc. In 2012, we look forward to continued good times with good friends in the Porsche Club.

Merry Christmas and a Happy New Year! ❄️

BOARD MEETING

Minutes for October 4, 2011 - Submitted by John Van Atter, Secretary

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

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

Regrets: Kye Wankum

Meeting Open: 6:30 PM

Mario Marrello

Introduction

- Confirm Objectives and Agenda

John Van Atter

September Minutes

- Walter Murray moved acceptance of the minutes with corrections, seconded by Patrick Michaud and carried unanimously
- Review and approval of July minutes

Tomiko Murk

Treasurer's Report

- The club's asset position is strong; our total cash position is \$209,609 as compared to \$172,500 a year ago.
- Track revenue is up approximately 8% and net income up approximately 19%
- Total UCR net income is down approximately 11%.
- Approval moved by Walter Murray, seconded by David Forbes and carried unanimously.

Mike Bryan

Membership report

- In July we added 48 new primary members plus 31 family/friends for a total of 19.
- Our retention rate for existing members was good and this helped bring UCR membership to 1,843 primary and 1,199 family/friend members for a total of 3,042.

Kye Wankum / Phil Downe / Richard Shepard

Provinz Update

- A record of 2,031 copies of Provinz were mailed out for the month of October 2011, up 15.5% over the 1,759 copies mailed out for October 2010
- Advertising revenue to date is \$79,370.36, up \$14,540.00 over the same period last year
- Total expenses to date are \$94,713.20, up \$10,327.19 over the same period last year
- Our average cost YTD is 81 cents per member per month, well below our target of \$1.00 / member / month for 2011
- We will be promoting the prizes and encouraging entries for the Who's Who contest at the next social and DE events and will award the prizes at the November social
- We encourage all our members to give all our advertisers an opportunity to compete for your business

Transition of the Provinz Team

- Sheri and Neil Whitlock are well into the Provinz billing and contract administration transition and will be handling the October billing for Provinz advertisers.
- Richard Shepard has started to make advertising sales calls and will assume the Publisher's role in November when Phil Downe's resignation takes effect

Martin Tekela

35th Anniversary Gala

- Guest speakers have been confirmed
- Price per person finalized at \$86.00, HST included
- Gala promo/ticket order form inserted into October PROVINZ and also available on UCR website
- Looking to find source for keepsake wine glasses for all Gala attendees

Mike Edmonds

Club Race

- A very successful event
- Financials completed, event net loss of \$300.
- Looking into potential event dates and sponsorship for 2012

Del Bruce

Driver Education

- Sept DE 134 registered
- Oct DE 104 registered
- Total DE registrations to date 687 more than 20 better than budgeted

David Forbes

Fun Runs

- Muskoka Fall Run successful oversubscribed with 21 cars
- Web site update in progress
- Objective for 2012 is to promote Hosting a Fun Run through Fun Run in a box and contacting previous participants

Rally

- October 22nd Rally planned and ready to proceed
- 2012 looking towards a Spring & Fall Rally

Walter Murray

Targa Manitoulin

- A great success
- Due to the efforts of Tom Browne and Sajad Butt
- The "islanders" embraced the "Targa"
- Written up in island newspaper the week before
- 21 cars 40 members
- Close to break even

Otto Mittelstaedt

Concours

- Otto attended the British Car Show at Bronte Provincial Park and was impressed by the number and quality of cars and attendees. He would like to see if UCR can learn anything from the Triumph Club, which hosts the event.

Mario Marrello

Election

- The slate has been published in the October Provinz
- On October 15th the official ballot will be available on PCAUCR.org

Autocross

- The September event went very well
- More than 25 cars with many being new attendees
- Next one is this weekend
- only 5 registrants so far
- One of the timing boxes was run over, it's still working but needs to be replaced for 2012 ➤

Socials

- There will be a December Social again this year, details TBD.

New Business

Walter Murray

- On his German road trip met Sandra Mayr who is the team leader between Porsche and the Porsche Clubs
- As she travels the world she might be available as a guest speaker at a social

Mike Bryan

- The Q3 promotional postcard has been included again in October's Provinz and the new Q4 card will go out in November's issue.

Next meeting will be held on November 1, 2011, at Sandman Signature Toronto Airport Hotel, 55 Reading Court Toronto

Meeting adjourned at 8:29 ☼

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Save The Date!

Spring Tour 2012

The annual Spring Tour will be held on the weekend of May 25/26 at the Waring House in Prince Edward County, Ontario's newest wine country. The tour will be in memory of Jeff White. Details will be available in the January Provinz. Your host, Mary Byczok.

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