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



February 2011

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The new 911 GT3 RSR for 2011;
Photograph, courtesy of Porsche Press Archives

PRESIDENT'S MESSAGE



Mario Marrello
UCR President

Already into February – winter is half-way done! Are you as anxious as I am to finally see what colour your car really is underneath all that salt?

Even though winter tends to be slow for us auto enthusiasts, your board has been busy planning out the events for this coming year.

At our board meeting, I had the pleasure of listening to the team introduce their plans for 2011. Look for some great things coming from the Provinz team, our new membership and communications initiative, the website and, of course, the track team. The minutes from our meetings are published in this newsletter, so feel free to read them and send me or any other board member your feedback. We are always looking for new ideas.

Are you looking for ways to contribute to the club? There is nothing easier than contributing to our very own web site. We have one of the best websites of all of the regions in the PCA. In fact, last year, **pcaucr.org** won second place at the 2010 Porsche Parade, just a few points behind the first place San Diego region. We can't rest on those laurels; we need to continue to keep the site fresh and relevant. To do so, we need you to contribute. Surf the site to see what is available, read and contribute to the forums. Start your own discussion, ask a question or write an article. There is a lot you can do. Don't be shy!

Winter is light in terms of events but we always have our monthly socials. On January 11th, we hosted our guest speaker Peter Gregg from Hydro One at Boom restaurant. Peter talked about the history of the hydro industry in Ontario, how we got to the position we're in today, and the plans for the future of electrical energy in Ontario. Peter is an excellent speaker and all in attendance gave nothing but positive feedback. This was definitely an interesting and informative evening. Thanks to Walter Murray for recommending Peter.

Our goal is to bring speakers to every social where it makes sense. This month, we will be at the Mandarin Restaurant near the Woodbine race track (horses, not cars...). I would like to have event chairs and board members introduce their event plans for 2011 at this event and allow members to ask questions and provide feedback.

In March, we have Laurance Yap from Porsche Cars Canada. Laurance is sure to have stories from the Detroit auto show. Stay tuned for details on that one - it should be an interesting night!

If you miss the rush of performance driving, check out Porsche's Camp4 event in Quebec, you may still be able to attend.

Don't forget to distribute the membership card you received in the January issue of Provinz. Although this looks like a collectable, it's really meant for you to inform other Porsche owners of the club. So give it away to a worthy Porscheophile.

Finally, as you read through this month's newsletter (can we still call it that?), take note of the advertisers and give them your support. Let them know that it was their ad in the Provinz that brought you to them.

Until next month, stay safe and drive carefully!

Thank you,
Mario Marrello
m.marrello@computer.org ☘



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 (visit pcaucr.org)

16 Sat UCR Skid Pad School at Mosport

30 Sat UCR Skid Pad School at Mosport

- - Autocross - Details TBD

MAY

1 Sun UCR Shift into Spring/Open House
- Details TBD

7 Sat Muskoka Spring Fun Run

10 Tues UCR Social Meeting (visit pcaucr.org)

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

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 (visit pcaucr.org)

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

19 Sun Yorkville Exotic Car Show - Details TBD

25 Sat UCR Rally #1 - Details TBD

- - UCR Autocross - Details TBD

JULY

12 Tues UCR Social Meeting (visit pcaucr.org)

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

9 Tues UCR Social Meeting (visit pcaucr.org)

27-28 Sat-Sun UCR Driver Ed at Shannonville

SEPTEMBER

10 Sat UCR Rally #2 - Details TBD

13 Tues UCR Social Meeting (visit pcaucr.org)

16-18 Fri-Sun Targa Manitoulin

24-25 Sat-Sun UCR Driver Ed at Mosport

- - UCR Autocross - Details TBD

OCTOBER

1 Sat Muskoka Fall Fun Run

11 Tues UCR Social Meeting (visit pcaucr.org)

15-16 Sat-Sun Driver Ed at Mosport

22 Sat UCR Rally #3 - Details TBD

- - Multi Event Weekend - Details TBD

- - Autocross - Details TBD

NOVEMBER

8 Tues UCR Social Meeting and Election
(visit pcaucr.org)

19 Sat UCR Awards Banquet

DECEMBER

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

EVENTS



Social Events

Submitted by Richard Bain

Our Socials are a great opportunity to meet fellow Porsche lovers and exchange stories about recent experiences, such as a DE weekend or a road trip in our favourite automobile.

We try to invite guest speakers to share their expertise and to hold a small presentation at all of our meetings. The locations for the Socials have been moving around over the past year and have included some great new venues. Hopefully, this will make it easier for some members to come out and enjoy the comraderie of the meetings, as they may be more convenient for them to get to. Our diverse locations have also helped in breaking up the monotony, while offering a more varied dinner menu.

For specific details, the UCR web site will be updated with write-ups, addresses and driving directions. So, come on out and enjoy the evening with your fellow club members!

Meetings start at 6:30 pm on the second Tuesday of every month.

UCR Socials Locations for the beginning of 2011:

February 8, 2011 - NEW LOCATION!

Mandarin Restaurant

200 Queen's Plate Drive, Rexdale

March 8, 2011

**The Musket with speaker Laurance Yap,
Porsche Cars Canada**

40 Advance Road in Etobicoke

See Page 10 for more information.

DRIVER ED

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!

**UCR Driver Ed
Dates for 2011!
Mark Your
Calendars Now!**

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

WELCOME! NEW MEMBERS

Name	Location	Model	Thanks To
Aldo & Sandy Covelli	Carlisle	09-Boxster	Web
Steven De Sousa	Oakville	83-911	
Gregory Gilbert	Richmond Hill	92-911 C2	
Alex Hoff	Waterloo	06-911	
Frank Longo	Brampton	08-Cayenne	Trf-In Canada West
Michael MacDonald	Toronto	03-911	
John Mifsud	Guelph	03-Boxster	Trf-In Niagara
Robert Parsons	Don Mills	02-911	
Dean & Amy Sarich	Campbellville	01-911	Mantis Racing
Peter & Deanne Smiley	Stoney Creek	78-928	
Michael & Darron Stepanich	Baysville	88-911	
Stephen West	Manotick	78-930	
Michael Yeung & Bonnie Lee	Markham	07-Cayman S	
Walter & Robert Yewchyn	Etobicoke	85-911	Web

CONGRATS! ANNIVERSARIES

45 YEARS

Geoffrey Fowlow &
Janet Matthews

15 YEARS

Ernie Allen &
Anne Nash
Graham Gibson
Sharon Ludlow
John & Hilary Orrell

5 YEARS

Jeremy & Graca Brown
Mary Byczok
Michelle Byrne
Mauro Cappuccio
Jim Chmiel
Andrew Fitzpatrick
Mhairi Fountain

5 YEARS

Herb & Alan Goldstein
Sam Leung
Michael Matkiwsky
Gino & Maria Piccoli
Dan Proudfoot & Lynda Lange
Bruce Robertson
Antoinette Rossi



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EDITOR'S RAMBLINGS



Kye Wankum
Editor

We have yet another great issue for you this month, with the 2011 UCR event calendar filling in nicely. It looks like another fantastic Porsche season is just ahead. Things to look out for in the near future are the UCR Ski Day, Laurance Yap from Porsche Cars Canada speaking at the March Social, the Driver Ed introductory days at Mosport and, on May 1, the new and improved Shift Into Spring, renamed the UCR Open House. Keep checking future issues of Provinz for more information on all UCR events and, as always, see our website at www.pcaucr.org for the latest updates.

Speaking of our website, I recently became aware that I may be trying too hard to make Provinz a news magazine when, really, I cannot compete with the speed of news and photos traveling across the web. It is time to reevaluate matters and to, once again, return the focus to our local members, events and news; in short, make Provinz more of a newsletter again. The fact is, we have some pretty fabulous events taking place right here on our doorstep. This then, is my call to you, the members, to submit your write-ups to me. Tell the rest of the membership about your experiences with our favourite automobile; how you came to buy it, what you've done to it, and the events you've participated in. Tell us about your Porsche trips. Anything goes. As I've said time and again: it is your newsletter – make it what you want it to be.

I was a little disappointed at the small number of responses to my quiz question of last month. Out of over 2,700 active and affiliate members, we had five (5) responses!? Please stay tuned as we are planning quite a few more contests this year, with some very nice prizes to be won. The answers I received, were as follows:

"The Rising of the Dead" or "Resurrection"

Wayne Spiegelberg, Thursday, January 13, 2011 11:05 AM

Kye: I saw the note in your "editor's ramblings", the only mention I could find of that phrase is "the giant killer". I found there was a PCA chapter in Pennsylvania called Riesentöter but no reference to that phrase.

Richard Shepard, Friday, January 14, 2011 12:28 PM

Hello Kye: I've recently joined and received your excellent newsletter today. I saw your editorial, and I believe that translates to "the giant killer." At least that's what my German wife and navigator says... Congrats on an excellent magazine, and look forward to meeting you in the spring.

John Landry, Friday, January 14, 2011 8:38 PM

Hi Kye: Just had a chance to read your article in Provinz. I'm sure others have already sent you the answer to your question, but here it is anyways. Riesentöter means giant killer. I guess with Porsche, it might relate in part to the accomplishments of the 550 Spyder in its day.

Guenther Gamauf, Saturday, January 15, 2011 10:38 AM

Hi Kye: Just received my new magazine yesterday so I may not be the first one to respond but the translation would be "giant slayer".

Oscar Straub, Saturday, January 15, 2011 12:26 PM

And the answer is: 'Giant Killer' or 'Giant Slayer'. The winner is Richard Shepard, who beat our new member, John Landry by eight hours and ten minutes. Richard will receive a Porsche racing team crew shirt. Thank you, Wayne, Richard, John, Guenther and Oscar for your submissions.

Enjoy the last few weeks of winter! ❄️

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THE WAY WE WERE...

25 Years Ago

Rothmans Porsche on the cover. Thirty-four cents postage. Provinz reported that Colin Black had taken responsibility for advertising. He is the recent PCA winner of the 2011 911 GTS. Bruce Farrow reported three single-day events at Shannonville. Second drivers to get a \$5 discount. Ottawa Valley Region would be at Mosport for a May weekend – registration fee \$85. Looking ahead, Porsche Derby weekend was in Louisville, KY and Parade was in Portland, ME.

20 Years Ago

The Solaroli slope nose Kremer 935 was on the cover. Jim Kenzie was coming to the monthly Social. John Q Adam was appointed PCA Zone 11 Rep. [Yes, Zone 11! Alaska, Hawaii and Germany. "Q" can explain. -ED] Bruce Farrow helped you select a good 356 in Classic Porsches. UCR was 10th largest PCA Region – now 6th, or perhaps 5th. 1990 membership growth was 19.5%. Marc Plouffe's Mosport April weekend was \$150. Howard Dexter taught us all about oil viscosity. Ben Ciantar wrote about connecting rod bearings while John Adam had his engine oil analysis published. Shift Into Spring evolved from the earlier Tire Tech. Winter Porsche thoughts and dreams were the subject of articles by Jurgen Kontor and Elizabeth Spivak. David Gaunt provided service hints. Old Phil White, our president, went on (and on) about Toronto parking.

15 Years Ago

Mosport DE dates had become two-day weekend events. Klaus Bytze joined. David Langton went to Zuffenhausen as did Richard Czerlau, who provided photos. President Botho von Bose complimented John Van Santa aka John Van Charity. Super Dave Osborne wrote about a snowy drive to Peterborough along with some drivers with lesser skills. Financial Post ran a feature about our Alan Jones and we reprinted it. Tom Brown wrote about his new love affair – with his 928.

Contributed by John Adam, UCR Historian

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Don't Miss These Upcoming UCR Socials

Submitted by Richard Bain

February 8, 2011

Mandarin Restaurant

200 Queen's Plate Drive, Rexdale
(416) 746-6000

We've reserved a room at The Mandarin Restaurant in Rexdale for our February Social. Those of you who've been there before know the drill, an extremely low price and an unlimited supply of delicious foods, buffet style. If you're planning to start a diet, this is not the way to kick it off. The cognoscenti fast for at least 36 hours before attending.

Join us for our annual Chinese New Year's Pig-Out, starting at about 6:30. Wear pants with an elastic waste band.

Board members and Event Chairs are encouraged to attend and announce their plans for the season and to answer questions from the membership.

March 8, 2011

The Musket Restaurant

40 Advance Road, Etobicoke, (416) 231-6488
With speaker Laurance Yap of Porsche Cars Canada.

Schweinefleisch und Bier - Food that Satisfies. UCR's March Social will find us again at The Musket - "a taste of old Bavaria in the heart of Etobicoke".

The Musket features a wide variety of authentic German-Austrian dishes. BBQ'd Schweinehocks are a specialty, crispy on the outside and juicy on the inside. Various Schnitzels are available mit, undoubtedly, Röstli und Spätzle, ja? Save room for a Sacher Torte. Numerous German beers are on offer, so arrange for a designated driver.

The Musket is a favourite of our members. Please join us. Festivities start at about 6:30.



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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:

kye.wankum@rogers.com


Hey Kye,

I just received my January issue of Provinz. Wow! It's got me all fired up in the middle of the off-season. Nice going. It's really packed full of great stuff, lots of articles, and lots of great ads!

It's not only looking fantastic but also very healthy. That's particularly outstanding considering the substantial challenges facing everyone in publishing these days. I'm also happy to read in the "Minutes" that you're considering staying on as editor for now. I look forward to the coming issues. Any more of your track stories coming our way?

Cheers,
Andreas.

P.S. I just got back from a little vacation and was shocked to find out that DE/lapping sessions are not generally part of the list of activities offered at a typical "all inclusive" resort. Geez, I mean not even a Go Kart track. What's up with that?



"For many of us it is time to purchase a new helmet this spring. For some because they want to start out in the UCR DE program, for others because the Snell 2000 helmets are now finally outdated for DE and racing. The following may be helpful in shedding some light on the subject." -ED

UCR Tech Session

The Safety Helmet

by Pedro P. Bonilla

The head is probably your most important asset and the most vulnerable part of your body during an accident. While the driver's body is strapped in very tightly to the seat, the head can jerk around uncontrollably. The helmet is designed to dissipate impact energy over the entire helmet and prevent debris from puncturing it.

Every professional and amateur racecar driver is required to wear some type of protective safety helmet. Most choose a full-face helmet, which covers the entire head and wraps around the mouth and chin. Others wear an open-face helmet, which only covers the head. Drivers who wear the open-face helmet usually wear protective goggles or face shields as well. Some claim that a full-face helmet restricts their peripheral vision or that it's too hot inside the car.

There are three main parts to racing helmets:

- **Outer shell**
- **BeadALL liner**
- **Inner liner, padding and hardware**

Once a shell design has been approved, a custom-made nickel model is created for that particular helmet. Construction of the outer shell begins with a thin layer of gelcoat. Then a special resin, consisting of several types of glass, carbon, Kevlar and other exotic fibers and weaves, is added to the shell. This all combines to make the hard, glossy outer shell.

Just underneath the outer shell is the BeadALL liner, which is a special foam layer in the crown of the helmet. The purpose of this liner is to absorb the energy that the outer shell has not absorbed. This layer is made of polystyrene or polypropylene. The inner liner of most helmets is a form-fitting layer that is made of either nylon or Nomex. Nomex is a special fire-retardant material made by DuPont. It doesn't melt, drip, burn or support combustion. Helmets are also equipped with cheek pads, chin straps and visors. The visor is made of a tough Lexan plastic. Lexan, which is also used in many racing cars' windshields, is commonly known for its use in bulletproof glass.

All helmets go through some sort of testing before they are considered safe enough for high-speed racing. The Snell Memorial Foundation is an independent organization that sets voluntary standards for auto-racing (and other application) helmets. The standards set forth by Snell are more stringent than the DOT standards, and are the ones used for auto racing in the USA. To test the impact resistance of a racing helmet, Snell places the helmet onto a metal head form and drops it onto various types of anvils. If the peak acceleration impacting the metal head exceeds a magnitude of force equal to 300 Gs, or 300 times the force of gravity, it is rejected.

This level of impact is hard to conceptualize -- a head-on impact at 30 mph into a concrete wall is measured at 80 Gs. Most impacts on a racetrack are between 50 and 100 Gs. A 100-G impact for a 160-pound man would feel like 16,000 pounds pressing on top of him.

There are several types of motor sport safety helmets available on the market:

- **SA: Sports Application**
- **M: Motorcycle**
- **K: Karting**

Each one must meet specific and unique safety and protective requirements.

Snell “SA” (Sports Application) rated professional helmets are designed for auto racing and provide extreme impact resistance and higher fire protection.

When I’m doing tech inspection at any of our events, which require certified helmet approval, I always get asked: “Why can’t I use my motorcycle (or karting) helmet?”

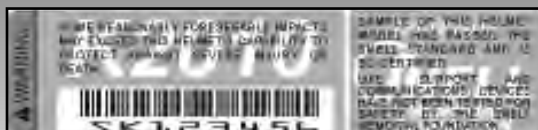
Well, here’s what I tell them: The Key differences between SA, M, and K-rated helmets are:

SA standard requires a flammability test, while the M and K standard does not. SA standard requires roll bar impact tests, while the M standard does not.

SA standard allows narrower visual field than the M standard (Some SA helmets aren’t street legal).

To identify the standards, each manufacturer of a certified safety helmet must include the official Snell sticker inside the helmet. Snell revises and updates their standards every 5 years, so the newest standard available is the 2010 (just made available on 4/1/10). Most of the manufacturers will have had SA2010-stickered helmets on the market by September or October 2010.

This is what those stickers look like:



For DE and Club Racing applications, Porsche Club of America (PCA) and most auto clubs accept the last two Snell certifications for Sports Application (SA) helmets.

So, last year you were still allowed to participate in a PCA Driver Education or Club Race event if your helmet had a Snell SA2000 or SA2005 sticker. By the beginning of this year, your helmet must have SA2005 or SA2010 and the SA2000 will no longer be accepted at DE events.

For Autocross the standards are a bit more relaxed and older Snell certifications are accepted, such as SA2000 and SA1995. The UCR Autocross Series does not require the use of a helmet at all.

Reprinted with kind permission from Pedro P. Bonilla (GCR PCA) of PedrosGarage www.PedrosGarage.com ☒

Jacques Duval to be inducted into the Canadian Motorsport Hall of Fame

By Dan Proudfoot, UCR Member at Large; Photos, courtesy of Jacques Duval



Jacques Duval, on the left, and Horst Kroll at the 12-Hours of Sebring in 1966

Horst Kroll nominated Jacques Duval to the Canadian Motorsport Hall of Fame. Now he's inviting UCR members to join them at Duval's induction dinner.

WHEN: April 23d, cocktails at 5 p.m.

WHERE: On the Park Event and Conference Centre, Centennial Ballroom, 1095 Leslie north of Eglinton.

WHAT: Duval is sole Canadian road racer among 10 new members being honored at the gala. Bobby Rahal, winner of the first Molson Indy the year after capturing the Indianapolis 500, joins the international category.

TICKETS: \$195. Call 905-852-6764 or go to cmhf.ca.

Duval was Quebec's first major racing star, well before the emergence of the Villeneuve family, as motorsport blossomed following the opening of Le Circuit Mont-Tremblant in 1964. Of more significance in this story, he and Kroll remain friends 45 years after their achievements as co-drivers. "Really, I am sure this gathering is something members would enjoy sharing with us, because there's a real Porsche club connection," Kroll says. "Look at the pictures of Jacques's 904 when we took second in class at the 12 Hours of Sebring in 1966 and you'll see Porsche Club of Canada in big letters right above the No. 56. The club sponsored the car at Sebring."

That long-ago club has no direct connection with this club, of course, operating as it did without any affiliation with the Porsche Club of America. But enthusiasm for Porsche cars, and by extension for Porsche racing programs, crosses the decades. And Duval's championing of Porsche included three thoroughbreds that have come to rank high among the marque's classic competition cars: an Abarth-Carrera Zagato, Carrera GTS (904) and Carrera 6 (906).

His on-track partnership with Kroll, whom many Provinz readers know as a guest speaker at UCR meetings, began with Kroll working on Duval's car as a Porsche expert at Volkswagen Canada, which then distributed the jewel of Zuffenhausen in this country.

Most of us know the 904 as Butzi Porsche's masterwork as the company's first director of styling. Its taut fiberglass skin remains

a model of beauty and originality. But Kroll came to know the car inside out, rebuilding its 180-horsepower four-cam, four-cylinder Fuhrmann engine and fine tuning the suspension settings. "I put many, many hours into preparing Jacques's 904 for Sebring," Kroll recalls. "There was a work order for the car, but the Volkswagen Canada executives didn't know or care how much time I spent rebuilding the engine and generally getting the car right."



The only car to beat them in the two-litre class at Sebring, as it transpired, was another 904, driven to seventh overall by Porsche American legends Peter Gregg and George Follmer as the 12-hour event was dominated by big Fords - variations of the Le Mans-winning GT40.

Duval praises his ally from Scarborough, ON, in the highly entertaining autobiography, 'Jacques Duval: de Gilbert Becaud à Enzo Ferrari': "Horst, a German living in Toronto, was as skilful behind the wheel as he was under the hood of a Porsche", Duval writes, which is saying a lot. The Duval and Kroll pair returned to Sebring in a 911S in 1968 for ninth overall, third in class. Duval also won the GT class in the 24 Hours of Daytona in 1971 in his 914-6 GT with co-drivers Bob Bailey and George Nicholas. Duval is a quiet, some would say shy, man. Get him talking, though, and fantastic Porsche stories flow one upon another. It has been this writer's privilege to hear many of them in our travels as automobile journalists, but memory is suspect, so much of what follows is drawn from his book. "All of the Porsches that I have sold for the price of a Toyota Corolla when they were less than five years old are worth a small fortune today," he writes (in my translation of his French, which is well-intentioned but less than precise). "The Abarth-Carrera is estimated at more than \$500,000 while the 904 easily costs \$500,000 and the Carrera 6 around \$700,000 at the famous auctions. My only consolation for having made such a mistake is knowing that several other racing drivers have been as bad investors as me."

The fellow in Chicago who sold Duval the 904 might just prove the point. His asking price was \$7,500 - and he accepted Duval's

Super 90 356 as partial payment. The 904 ended up in comedian/Porsche enthusiast Jerry Seinfeld's collection, and the Carrera 6 with Claude Picasso, son of the celebrated artist. Still, Duval has his memories. His first race in the 904 he remembers as humiliating. Ben Pon, a Dutch driver with strong ties to Porsche, showed with a 904 of a different class altogether. "Not only did he have more experience than me racing the car, but he had had access to all of the latest factory modifications. "To the spectators who

weren't aware of the subtleties, I looked like a Sunday driver in that 904 that had been presented in the press as the new rocket that was going to burn up the asphalt and set records."

Later, Duval drove the car to many wins and podium finishes at Mont-Tremblant and Mosport, before moving on to the 906 or Carrera 6 in 1967.

The second-in-class at Sebring undoubtedly was the high point. Yet Duval remembers that race with great sadness, too, because of the death of another Canadian, Bob McLean, of Burnaby, B.C., who might have been his teammate.

Comstock Racing at the time was the most prestigious in Canada, owned by construction magnate Chuck Rathgeb and managed by Paul Cooke (who's also being inducted into the hall this April as a builder). Cooke invited Duval to a test along with another Quebec racer, Francois Favreau, for a spot on the team but it was Jean Oullet who ended up co-driving a Ford GT40 with McLean, while Eppie Wietzes and Craig Fisher shared another Comstock GT40.

McLean skidded under braking, rolled, sliced through a utility pole and broke into flames immediately after taking over the car from Oullet with fresh tires and full fuel. Duval, in his second lap passing the burning car, saw through the flames the Comstock colors, but didn't learn until his next pit stops that McLean was the driver.

In Toronto, Hildegard and Monique, who were to become Kroll's and Duval's wives, were monitoring radio reports of the race. "They heard there had been a grave accident that had cost the life of a Canadian," Duval's book describes their ordeal. "As only eight of 100 drivers entered were Canadian, for the women (waiting for the next news bulletin took the form of a game of Russian roulette.)"

Later in the evening it was reported a Porsche had killed six spectators after a collision. Again the women had to wonder, which Porsche? That of American Don Wester, they eventually learned. "Is it necessary to add that we had no taste for celebrating our second-place in class," Duval writes, "and that we asked ourselves a lot of questions about the meaning of auto racing." ❁

Revive the Passion



Porsche 911 Factory Restoration

A cooperation of the Porsche Club of America, Porsche Classic and Porsche Club Coordination.

CLASSIC

For the first time, Porsche Club of America will raffle off a fully restored classic - a **1973 Porsche 911 T**: First “*publicly*” restored, then raffled off

Text and Photos, courtesy of Porsche AG

Continued from the January issue of Provinz. Since Panorama has already beaten us to the punch by publishing part 3 of this series in the January 2011 issue, we will skip right ahead to part 4.

The race to the Raffle is on! -ED

The body shell is fixed firmly in place, but not under pressure. Just as if Helmut Newton had set the scene for one of his brilliant photographs, the sweeping metal form sits majestically on the straightening bench, positioned with millimetre accuracy: proud, bare and ice-cold. According to Jochen Bader, Head of Factory Restoration, this is nothing less than work of art. A 911 in its purest form.

The body shell is being returned to its original form. For the first time since starting work on the 1973 911 T, it's like travelling back 37 years: this is approximately what the body shell looked like back then. After restoration has been completed, the car will be raffled off among Porsche Club of America (PCA) members and presented to the public at the Porsche Parade in August 2011.

In order to complete their mission to “Revive the Passion”, a joint project of the PCA, Porsche Club Service and Porsche Classic, the employees in the Classic workshop have so far dealt



The Body



with the challenges posed by the body. In order to restore the almost forgotten 911 T from Los Angeles to its original state, the mechanics first removed all non-genuine parts (and there were many of those), completely dismantled the vehicle, straightened out damage from an accident, cut out destroyed parts and freed the vehicle from dirt and corrosion, the two most reliable companions of a car over the course of 37 years. What now emerges after the paint removal bath is the basic form and structure of the 911: the body shell in its original state. Or at least, what is left of it. And in the case of the 911 T, that's a great deal. The verdict of the experts is that the vehicle is in good condition.

Such moments are important during revitalisation of a classic vehicle and have a great influence on the rest of the full restoration process. After all, the condition of the body is always the great unknown in expert refurbishment of a vehicle – until the true condition is revealed. The complex sheet metal work may become almost unending if it should transpire at the critical moment that there is not much of the body left, with the result that the vehicle has to be almost completely rebuilt with a great deal of sensitivity and experience. But this is not necessary for the 911 T. This may be due to the climate of the American West Coast or the fact that previous owners treated the vehicle with care. In any case, the body shell that emerged from the paint removal bath gets top marks.

The paint removal bath and the necessary preparations for this are therefore particularly important. First of all, specialists open all cavities in the body in order to allow the caustic solution free access into the very last corner. This is so that the fluid can completely expose all locations affected by corrosion. Equally important is the

cleaning action of the caustic solution. On subsequently treated body parts. It is, after all, quite normal that vehicles which have reached an age of well over thirty years have already made their acquaintance with body filler or subsequently applied plastic matting. And even if this is done well, the repair materials simply do not belong there. The caustic solution removes them. They are then completely flushed out and neutralised thanks to the cavities created beforehand.

The real meaning of “into the very last corner” can be explained quite well for the 911 T by taking as an example a thin metal tube that emerges from the rear end of the car. This extends on the driver's side from the rear end to the door frame and can be seen only because the rear side sections were removed. The wire pull that allows the driver to open the bonnet from inside via a lever runs through this tube. Even this thin tube is completely clean both inside and out and in good condition.

There is actually no fixed schedule for the bath. Experts repeatedly check the progress of cleaning and decide individually how long the caustic solution should still be allowed to act. This took only a few days with the 911 T. Sometimes weeks may be required. Thoroughness has priority over everything else, particularly since this does not mean that any time is lost in the Porsche Classic workshop. Because while the body is in the bath, the new parts required are being prepared for assembly and installation. In the case of the 911 T, this involves the complete body front section, the battery box, the fuel tank support and the under-body. In addition, it was decided after the paint removal bath to also replace the seat well behind the driver.

Now, the body is installed on the straightening bench. And it will remain there for some time. It is free of all hidden defects, but is by no means finished. In fact, its reconstruction is just beginning. However, that must wait for now. In the next step, it is the turn of the engine of the 911 T. Here, the task is to restore the six-cylinder flat engine to its full power of 140 hp. ❄️



UCR SKI DAY at Osler Bluff Ski Club



The annual UCR Ski Day will take place on **Friday, March 4th, 2011**, at the **Osler Bluff Ski Club**. Those who have participated in the Osler event over the past few years rave about this day, and this year's event promises to be even better. Here are the details:

Date: Friday March 4, 2011

Place: The Osler Bluff Ski Club

- Osler Bluff is the premier private ski club in Ontario.
<http://www.oslerbluff.com/Home.aspx>
- It is located near Collingwood.
- Appropriate terrain is available for all levels of skier.
- A new high speed lift has just been added.
- Ski and snowboard rentals can be arranged with advanced notice.
- Lessons are available with advanced notice.
- Cross country and snow shoe trails are nearby.
- Lunch may be purchased or you may bring your own
- An après ski event for all PCA members and guests will be hosted at a nearby ski cabin at days end.

- Lift tickets will cost \$70.00 per person for PCA members and guests, with modest discounts for youth and students.
- Don Lewtas will be your host for the day.
donald@donlewtas.net
- Travel time from the 401 and 400 intersection is about 105 minutes, if you are coming from the south or east.
- Travel time is similar from 400 and 427 if you are coming from the west.
- Open to Members and their families and guests.

To register or ask questions, please call Tom Tutsch or Julia Metus at 416-359-5399 or email julia.metus@bmonb.com

For directions, please see: [http://www.oslerbluff.com/About-OBSC-\(1\)/Driving-Directions.aspx](http://www.oslerbluff.com/About-OBSC-(1)/Driving-Directions.aspx)

Photo of the 2010 UCR Ski Day by Eshel Zweig

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NEW PORSCHE 911 GT3 RSR FEATURES NUMEROUS UPGRADES

World's most successful GT race car enhanced with revised aerodynamics, suspension and engine • Submitted by Laurance Yap, Porsche Cars Canada

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At the “Night of Champions” party held at the Porsche R&D Centre in Weissach to mark the end of the motorsport season, the 2011 version of the world’s most successful GT race car celebrated its international premiere.

The Porsche 911 GT3 RSR enters the new motorsport season with extensive modifications. Further development prioritized newly designed aerodynamics at the front and rear as well as changes to the suspension kinematics and the engine.

The 4.0-litre, six-cylinder boxer engine now delivers 455 hp at 7,800 rpm, five horsepower more than its predecessor. The power increase results from an engine management system which adapts even better to different fuel grades, as well as a redesigned exhaust system and a modified air intake housing. Moreover, the drivability of the famously efficient engine has undergone further improvements. Maximum revs remain unchanged at 9,400 rpm.

At the front of the car, a new front lip provides higher downforce at the front axle. The front wheels are now larger, with the rims growing from 11 to 12 inches wide, providing additional front-end grip and reducing understeer. The position of the rear wing and the shape of the wing mounting were also optimized and harmonized with the design of the new rear fairing with additional air outlet louvers. The rear lid was also redesigned for optimized air ducting. Like the 911 GT3 Cup and the GT3 R, the RSR is now equipped with the LED rear lights taken from the latest 911 road-legal cars.

The 911 GT3 RSR joins the 911 GT3 R and the 911 GT3 Cup as the top model of Porsche Motorsport’s product range. The successful long-distance racer from Weissach can be ordered at a price of 410,000 Euro plus country-specific value added tax. All 2011 modifications are also available as a kit for GT3 RSR cars from the 2010 season. >





Technical Description

Porsche GT3 RSR (2011 model year)

Engine: Water-cooled six-cylinder boxer engine; 3,996 cc; stroke 80.4 mm; bore 102.7 mm; 455 hp (335 kW) at 7,800 rpm; max. torque 450 Nm; air restrictors 2 x 28.6 mm; max. revs 9,400 rpm; four-valve technology; dry sump lubrication; individual throttle butterflies; fuel injection.

Transmission: Porsche six-speed gearbox with sequential jaw-type shift; oil/water heat exchanger, single-mass flywheel; hydraulic disengagement lever; three-plate carbon-fibre clutch; rear wheel drive; limited slip differential 45/65 percent.


Body: Monocoque body (based on 911 GT3 RS) of hot-galvanised steel; aerodynamically optimised front end with front spoiler; aerodynamically optimised front underfloor; adjustable rear wing; 90-litre FT3 safety fuel tank with fast filling function; air jack; welded-in safety cage; race seat (driver's side only) with flame-retardant upholstery; six-point seat belt adapted for use of the HANS Head and Neck Support; electric fire extinguishing system.

Suspension: Front McPherson spring strut axle; Sachs four-way gas pressure dampers; double coil springs (main and auxiliary); front axle arms adjustable for camber; adjustable sword-type anti-roll bar; power steering. Rear multi-arm axle with rigidly mounted axle sub-frame; Sachs four-way gas pressure dampers; double coil springs (main and auxiliary); rear axle tie-bar reinforced and infinitely adjustable; adjustable sword-type anti-roll bar. Complete suspension infinitely adjustable (height, camber, track).

Brake system: Brake system with balance bar control. Front single-piece six-piston aluminum fixed calipers; inner vented, 380 mm diameter; racing brake pads. Rear single-piece four-piston aluminum fixed calipers; inner vented, 355 mm diameter; racing brake pads.

Wheels: Front three-piece BBS light-alloy wheels (12J x 18 ET 34); central bolt. Rear three-piece BBS light-alloy wheels (13J x 18 ET 12.5); central bolt.

Electrical system: Motec display with integrated data recording; multi-function display with integrated gear-shift indicator; adjustable traction control; battery: 12 volt, 80 Ah, 140 Ah alternator.

Weight: 1,220 kg 



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The 2011 911 GT3 RSR; Photograph,
courtesy of Porsche AG Press Archives

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Story and Photos by Ronan McGrath, UCR Member at Large

THE RING



The author taking his 911 GT3 RS through its paces on The Ring in 2010
Photograph by FrozenSpeed

Just under the famous Nürburg Castle sits the town of the same name, a quiet little place with a population of about 190. It could be any small German town with guesthouses, family hotels and local restaurants, except that this one, for decades, has welcomed the world's top motor sports teams, car manufacturers, the famous and the not-so-famous, who come to drive on a racetrack known as the Nordschleife.

Everyone knows each other, and in the famous Pistenklause restaurant professional drivers and engineers mingle with first timers and regular track addicts. In the nearby low-rise industrial park sit the test centers of the auto and tire manufacturers, containing priceless prototypes and test mules, which run most mornings on the track. Most afternoons the track opens up to the public and anyone with a driver's permit and a street legal car can go lapping for a fee. Car clubs and schools can rent the track at reasonable rates, and the big events, such as the 24-Hours of Nürburgring, attract many visitors. For 84 years the Ring, as it's commonly referred to, has been publicly owned and managed. It's a stable arrangement and everyone makes a living.

Until now, that is.

A kilometre away, at the other end of the town, is where the trouble started. There, near the historic pit garages once used by Nuvolari and Caracciola, sits a large, dark, hulking modern leisure complex called Ringwerk. The brainchild of two entrepreneurs, Kai Richter and Jörg Lindner it was designed as part of a complex of hotels, a disco, stores, and a roller coaster. A five-star hotel and spa was built, (in an area where the word spa is usually understood to mean "racetrack"). The intention was to attract great numbers of tourists to this rural region. Projections were wildly optimistic and it never happened. Most days, the complex is virtually deserted, of no interest to auto enthusiasts after a single visit, and wrongly situated for general tourism. The roller coaster apparently doesn't work and the entire venture now sits with a debt of 320 million Euros. At first, this complex nicknamed NuroDisney, had nothing to do with the operation of the Nordschleife, but a subsequent deal, done without a public bid, gave Richter and Lindner a monopoly on all Ring operations. >

“It's a big disaster.”

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Sabine Schmitz was born here, and her family owns one of the small hotels. A former, two-time, 24-Hours of Nürburgring champion and current Ring Taxi driver (the “fastest taxi in the world”), she is very concerned about the actions of the new executive, who have moved quickly to establish their authority and dramatically raise costs. She described the following initial actions already taken by the new executive:

- huge raises in the cost of test sessions for manufacturers (a factor of 3 to 10 times)
- significant increase in track rental costs for car clubs and schools
- in both cases, making track availability conditional on using the hotel and dining facilities owned by Nürburgring GmbH
- cancelling all existing contracts for souvenir shops and other local services on Nürburgring land
- requiring anyone buying an annual pass or a book of lap tickets to also buy a voucher for food at Nürburgring GmbH facilities and a ticket to the Ringwerk.



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The result is that the local hotels and restaurants not owned by the monopoly could face serious declines in their businesses, and those who use the track professionally or for the thrill of driving it, will see a major increase in the cost of visiting. The small town character of the Ring is now in danger. It is not yet clear whether the increased fees will be adequate to service the major debt overhang, or what would happen if the whole enterprise fails. Manufacturers are keeping quiet with their reactions to the increased fees but at least one tire manufacturer has pulled out already. At this stage, negotiations with the manufacturers are ongoing and the final fees for industry testing are still unclear. However, for anyone intending to go to the Touristenfahrten (open lapping sessions) the rates will increase by approximately 26%. >

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The Pistenklause restaurant, independently owned and situated in the Hotel Am Tiergarten is a Mecca for Petro-Heads. The hotel, owned by Sabine Schmitz's family, and the restaurant are just two of many local businesses under threat from the knee-jerk, big-box approach by the government that has traumatized the region.

- Phil Downe, Publisher, Provinz





Not everyone agrees with the concerns about the future of the Nürburgring. A spokesman for the principals has denied that they will link track rentals to accommodations, but this has not yet been confirmed officially.

Also, in an email, Hans-Joachim Stuck said that the Nürburgring must become a profit centre and that the manufacturers will have to learn that they will have to pay in accordance with the services they receive. He believes that there will continue to be more than enough business to sustain the local hotels and small businesses.

As for Ron Simons, his thriving little track-car rental business was simply banned from the track by the new executive. It is not clear if Nürburgring GmbH will start their own rental facilities. "It's a big disaster", said Ron. "Before, we could make a living by hard work and customer focus; now there is no opportunity to compete... they can just forbid you to use the track". >

Sabine Schmitz with the Nürburg in the background



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If you visit the sprawling gift shop at the Ringwerk, you can buy a toaster that will imprint a map of the Nürburgring on your toast. It's an apt metaphor for the future here. A "Save the Ring" movement has started and has its own English language website (savethering.org). This movement proposes that the original Nordschleife be severed from the overall deal, thus freeing it to be run on its own revenues.

For those who wish to have the unique experience of driving here, it would not be a bad idea to come very soon. Just be sure to stay in a local hotel. ☒



Photograph by FrozenSpeed

Targa Newfoundland

The Canadian Dream in Action

Written by Alexander Jakubowski; photos courtesy of the author,
and Walter Murray, and innocent bystanders



The Author, Walter Murray, Pat Schilte, Wayne Spiegelberg, after the race in Brigus

It was early August when my father casually suggested the idea to me. A continental trek across Eastern Canada, from Ontario to Nova Scotia, and then a huge, lumbering ferry from Sidney to Port aux Basques, Newfoundland. To the uninformed reader, this would sound impractical. It may even border on the insane. But what started as a casual suggestion turned into a real eye-opener for me, with the words “Targa Newfoundland.” What A Scoop! I thought. Even more intriguing, that I would accompany my father as well as Patrick Schilte, crew member of Mantis Racing, in a big rig packed with cars ranging from a Mini Cooper to a Porsche Carrera 4S.

We were to meet with the owners of the cars, hand them the keys and tell them, “Good luck”. All except for Wayne Spiegelberg and Walter Murray, who we would be servicing regularly for the coming stages of the rally. Wayne Spiegelberg, is a Past President of UCR and a retired D.V.P. of Sears Canada, Walter Murray a retired Investment Banker [and newly appointed to the UCR Board of Directors for 2011 –ED]. Both of them were

set to give their adrenal glands a run for their money. Joining with the Mantis crew, I prepared to get my velvet, pristine hands a little cracked and oil-stained. At noon on September eighth, it was time to say goodbye to everyone at Mantis Sport and begin the thirteen-day excursion.

Hauling six cars from Ontario to Newfoundland would have been an overwhelming ordeal if it hadn’t been for the good spirits of the crew. We made jokes and talked to pass the time as we drove - the trailer behind us heavy with cars, safely secured and cared for.

The countryside unfolded around us as we drove, in the form of rolling emerald hills, and sometimes foggy, mist-drenched vistas of sagging evergreens and freshly charred woods. The ocean would come into view in bursts, when there would be an opening in the thick tree line, and we would see the shimmer of the sun, flaky and white on the crests of the breaking waves. In seemingly no time at all, we had made it to St. John’s, checked into the Holiday Inn, and we prepared ourselves for the first Meet and Greet event at the Remax centre.



The Remax center was large and more than accommodating. The whitewashed walls and black hanging curtains gave the arena an air of true utilitarian racing spirit. All of the racers worked with due diligence, to make sure their cars were clean and aesthetically pleasing for the public. Everywhere there seemed to be a new, glistening frame arriving on hot wheels. It was a cacophony of roaring engines and frantic yelps and commands.

It astounded me to learn that J.P. Tremblay and Rob Wells of Trailer Park Boys infamy were present, setting up in their corner and going through the motions of documentary television, whilst making adjustments to their black Porsche Cayman 'S'.

Jim Kenzie, a renowned Automotive Journalist, was also present and in good spirits with his Mini. The other racers hastily sped back and forth, asking to borrow parts, or for assistance. Everyone was more than willing to lend a hand.

Before any of us knew it, we were smack-dab in the middle of the prologue on September twelfth. We expected an intense race, and a grim sense of responsibility crept over us. Finding the start and end of the Prologue was difficult. Our directions seemed to be in a scrawl, and our heads were in a spin as we jostled about in a small rented R.V., which came to be known to us as "The Bunny Hutch".

The Prologue across Flat Rock was short, and we spent a few minutes servicing the car at the lunch and meet and greet. This particular lunch was at Cape St. Francis School.

Walter Murray is sitting at a long table next to Wayne. They're scraping clean their bowls of chili that was served. "I love it!" Walter exclaims. "The tires are awesome - you just brake, point and shoot and allow the AWD to pull you around the corner in a fast four-wheel drift."

Walter's Carrera 4S was equipped with Continental Extreme Contact DWS tires, and he was very fond of their performance on the track.

Between handing out hero cards to flocking children and talking amongst ourselves, we wiped down the Porsche Carrera 4S and felt a sense of satisfaction whenever someone looked at it and said, Wow!

It was red and beaming under the light of the Remax center, as were the other cars we had brought over. Each one of them was a hit, especially the White Boxster Spyder, driven by Ian Quest and Adrian Butler, and the 2005 Mini Cooper driven by John Hume and Ron Bartleet.

Naturally, most of the public flocked to J.P. and Rob and the Porsche Cayman, which was a favorite at past Targa events. The two hastily signed autographs and dealt hero cards.

The next stage was on the horizon, and tensions were building. Each racer knew that it would not be as easy as the prologue. Many felt an only tolerated amusement with the prologue. There were no real quick decisions to be made, nor enough time to truly race. Navigators felt as though they were not integral. Things would indeed change with the next stage, albeit only marginally.

On September thirteenth, the racers rolled into Marysville to begin the first leg of the stage. My dad, Pat, and I followed obediently behind, making sure, in vain, that we were on track. At this point the directions seemed garbled at best. It occurred to us that we might have an outdated schedule.

Nonetheless, at 12:05 p.m. we had arrived on time to the Southern Municipal Center in Southern Harbor. Brightly-coloured salt boxes dotted the road on our way up. Some turquoise, some pink; a galaxy of colours lined the Atlantic coast.

Crowds of people stood everywhere, looking on in ambivalence as the blue Subaru goes into a ditch and smashes its front end in, and the door swinging open and the driver limping out. The crew ran to the driver's aid, and we were told he was A-okay, besides a leg injury that needed stitches.

The harbor town was in a roar at the municipal center. J.P. and Rob were positively swarmed outside, and the Mantis crew sat down amongst the commotion and had a bite to eat. Inside, the facility smelled of fresh cooked fish, and the racers seemed happy but jittery - which, I'll have you know, is a winning combination in the racing world. Today, Ian and Adrian are dressed in silver, very flashy NASA space suits. They also don white, rounded space helmets. They were dubbed "the silver bullets" from that point onward, and their humorous and lofty approach to the event brought much joy and morale to the table. >



On September fourteenth, we set out to the Conception Harbor stage. Ian and Adrian, this time around, were dressed as Captain Kirk and Spock. Star fleet-issued uniforms, of course.

When we arrived, people already lined the wide streets at a turn and anticipated seeing the cars tear around the corner. "This event happens every year," a local woman says. "It's great fun, everyone loves it. It's the most excitement we get in a year." And I was reminded of the economically tentative times Newfoundland had seen, and how the people here have remained so blithesome despite it all. Perhaps the greatest charm Newfoundland possesses is the heartiness of its people. Leaving the people we had met was hard, but we pressed on and proceeded to the next service station.

On September fifteenth, the racers landed themselves in the Main Point and Davidsville stage in Gander, and then to Fredericton and Carmanville. In Davidsville there was tell of one of the Subaru cars sliding off-road and colliding with someone's basement.

The showing in the Gander Community center had us cleaning the car once more, and setting the car up inside. More handing out of hero cards, and Walter let kids take a seat in his car, while he coached them in proper driving technique by having them learn to keep their hands placed at nine and three on the steering wheel. People seemed fond of the loud engine of the Ford Falcon Sprint. It rumbled in and roused the group of onlookers, sporting the Pepsi logo proudly. "We're averaging only about fifty kilometres an hour. This is too slow, way too slow," Walter complains. But he wasn't alone. J.P. and Rob were showing bemusement with the times they were given, and instead of following the rules, they set out to drive as fast as they wished. Whether this was for showmanship or for fun is anyone's guess.



The racers and respective crews packed up at nine, and prepared for the next stage, which began in Main Point, and ultimately ended in Clarenville. By the time the racers had reached the Clarenville Community Center for the next showing, the Orange Porsche 911 had gone over a fire hydrant and taken out one of its radiators. The crew worked diligently on it, and others offered their help as they worked through the night to fix it.

The Clarenville Center was a show of organized chaos. The very minute J.P. and Rob entered, people in all corners of the stadium turned their heads and ran like bees to honey. Within moments, the stadium was exploding with people, and amidst it all could be heard the frantic voice of J.P., "Everyone! Please line up if you want an autograph!"

Many of the racers complained about the pacing up to this point. Many felt that the rally had been slow compared to most years, and the modern division demanded that their race be faster. Bob Giannou organized a meeting and everyone came to an agreement that time limits should be increased. And they saw improvement in the Boat Harbour and Harbour Mille stages. "Awesome!" says Walter, "Just awesome."

"The corners were tricky," says Wayne, "you had to be really careful not to hit the picket fences around here."

At lunch, Rob Wells of Trailer Park Boys admits that racing is a lot of fun, and a hobby he'd like to pursue now that Trailer Park Boys is over. "I think I'm going to get myself a Porsche and join the Porsche Club", he stated. Jim Kenzie ended up stalling his Mini Cooper, but finished well in his class.

A bit of local colour



Gander Rink - all cars come into the hockey arena and locals have a chance to visit and see the cars



Ernie's trailer - Saint John's



All went smooth as glass in the remaining stages, and the racers were more than satisfied for the money they spent. Approaching the finish line, the Atlantic Ocean was a worthy backdrop to the occasion. The day was foggy and grey, and the only challenge ahead was saying goodbye.

Judy Giannou's voice could be heard over the strident rewing of engines and people cheering. Crew members, journalists, supporters and everyone involved in the event congregated. Scott Giannou rolled by, taking first place in the Classic division, and other winners were Herb Wong in Open with his BMW M3, and John Hume in Grand Touring. Wayne and Walter placed seventh in their class.

Following the ceremony, drivers retreated to their hotels or went to have a drink. Suddenly, at the very end of the empty streets,

someone came into view. Some stragglers looked on.

"Who is that?" someone asked. It was none other than Jim Kenzie, in his Mini-sponsored racing suit, his hand holding the steering wheel taken from his car. He walked up to the finish line and, holding the wheel up, hollered triumphantly, "Look everyone, I did it! I made it to the finish line by six o'clock!"

And we are proud of you, Jim Kenzie.

And then the crowd dissipated, and saying goodbye was bitter-sweet. I left with the distinct feeling that I had, for a moment, bore witness to the Canadian Dream in action.

It was fleeting, but I could sometimes see it in the smoke from burnt rubber as a car takes a corner, or feel it in the trembling vibration of an engine. If I ever return to Newfoundland, I'm staying a little while longer. 🌀

Jim Kenzie "crosses" the finish line.
But where's the car?



MART

1986 944 Turbo; blk/blk, 17" Cup 1 wheels, fast car, few mild performance mods, has camber plates, currently has tags. Roughly 35K on rebuilt motor, turbo and suspension (rebuild 2004), cat deleted (2007) - still passes emissions, A-pillar gauges, chipped), car is lowered and indexed, has Koni suspension stiffened and good for street and track. Front and rear swaybars, header is heat tape-wrapped and has inspection/entry ports for each exhaust port. Car runs great, mechanically sound. Does have minor imperfections, stone chips etc, driver seat is torn, has a dent in passenger rear quarter (about 4" long). Located near D.C. Asking Price: \$6,900.00. Contact Dave Derecola at redgate123@aol.com or 240-412-5520.

1989 944 Cabriolet; Canadian car (no Airbags), red on black, 83,000 km, with flawless heated sport seats and original top in good shape. Owned for 9 years and driven 10k during that time. T-belts and upgraded clutch disc (rubber center replaced with spring type by Eurodrive) done when I got it. A/C delete with cup style set-up, P/S delete with manual rack (much nicer feel, feedback) still have A/C compressor and P/S rack, lines and pump. New tires (Kumho Ecsta SPT) this year with less than 1k on them. This is a great trouble free car, selling due to lack of use. Price: \$ 18,000.00. Contact Justin Sakamoto at j.sakamoto@bell.net.

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1999 911 Carrera; black on black. The exterior body is in excellent condition and was repainted in 2007 at which time 3M vinyl protection was added to key exterior locations and windows tinted. The leather seats and interior are free from defects, except for a scuff mark on the back of the driver's seat. The car is powered by a 3.4l motor and all mechanical components including the six-speed transmission are in mint operating condition. The vehicle will be sold certified. This 911 is equipped with a factory-installed Cup Aerokit which includes an integrated front spoiler, side skirts and a bi-plane rear spoiler. Four new Toyo tires were installed in the summer of 2009 on Porsche's OEM 18" SportClassic II wheels. According to Pfaff, there are approximately 38,000 km on the new transmission and

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2001 Carrera C4 Coupe; 86k; Canadian car; all wheel drive +PSM; many "Exclusive" options; factory 18" wheels - car + 2 sets (winter / summer) + coloured crests; HID headlamps with washers; Hi-Fi sound system (factory); Exclusive exhaust outlets; three-spoke wheel; trip computer; Slate Grey (\$4,200 option); clean carproof; full dealer service history; up to date service book - needs nothing; excellent condition - no pets or smoke. Serious requests only - please do your due diligence ahead of time. Private Sale. Price: \$29,800.00. Contact: mcmurray@vandermeer.toyota.ca or 905-376-2751*

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PERIPHERAL VISION



John Adam
UCR Historian

Have you ever been faced with the opportunity to entrap some old friends into a huge surprise? We were faced with that task in December after a hurried/rush/urgent “for your ears only” telecon with Angie Herring. I had to locate our friends Colin and Sandy Black, members of Upper Canada Region. The Blacks live in Buffalo. Colin once lived in Mississauga and that’s where we first met – as neophyte members of UCR.

For me, the task was really easy. A quick e-mail saying “We want to meet in Buffalo for a late lunch on Tuesday, two days hence. Name the time and place.” Within 15 minutes an e-mail arrived: date and time agreed – venue to follow.

Another e-mail, “Gotta know the venue. We want to shop stateside before lunch and so we can’t leave the restaurant location to the last minute. No, we don’t want to meet at your office and then go to lunch. Pick a spot.”

Twenty-four hour delay and finally a phone call from Colin about a new pub located near his office. Pub name unknown but the spot was formerly Smokey Bones, near Dick’s Sporting Goods. OK, how much information does a guy with a computer need? Minutes later, we have located the new Brick House Tavern and Tap at 4120 Maple Rd. A quick call to the venue confirms our findings. See you tomorrow for lunch at Brick House. Great.

Now, only 21 hours from the agreed 2:00 p.m. lunch at Brick House Tavern, we can confirm to Vu Nguyen, at PCA HQ that we are all set. Vu and Manny Alban already have air tickets in hand and have made some preliminary arrangements. The local Porsche dealer has already been alerted. Late Monday, Nguyen calls the Brick Tavern and they are happy to be in on the plot. Tuesday morning, their Southwest flight to BUF is showing 35 minutes late, landing at 11:35 a.m. The plan is coming together.



Around 1:00 p.m., we arrive at Brick House Tavern to find one of those pubs where the music is loud and the place is really busy. We go through the paces and watch Nguyen locate a hidden overhead camera to capture some initial table reactions. He settled elsewhere and will be shooting from nearby.

The Blacks arrive spot on 2:00 p.m. and we have the usual hugs. Within minutes, there is a general announcement in the restaurant that a BMW with Canadian plates is about to be towed. Would the owner accompany the tow truck driver – and I do. Back at the table, concern escalates quickly and the Blacks, along with Rosemary, are following my trail across the restaurant.

Upon entering a secluded but windowed area, Colin Black is asked to identify himself and then he sees the flatbed with a new Porsche and a large banner. But he doesn’t get it – for an instant. Then it sinks in. With Vu Nguyen on video camera, Manny Alban holding a microphone and the Adam family standing aside, the Blacks are told that they have just won a 2011 Porsche GTS + \$25,000 in the PCA lottery.

The ruse worked totally. After a multitude of excited hugs and pictures, it was time to have lunch and talk a lot of happy Porsche Club talk.

Our work was done and we were off to Niagara Falls to check out the Christmas lights. After all, it was getting dark already! ✱

BOARD MEETING

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

Held at: Izba Restaurant, 648 The Queensway, Toronto

Attending: Matthew Au, Mike Bryan, Del Bruce, David Forbes, Mario Marrello, Patrick Michaud, Otto Mittelstaedt, Walter Murray, Martin Tekela, Graham Jardine, Tim Sanderson, Horst Petermann, John Van Atter, Kye Wankum and Phil Downe

Regrets: Tomiko Murk

Meeting Open: 7:05 PM

Mario Marrello

Introduction

- Confirm Objectives and Agenda

John Van Atter

- Review and approval of November minutes
- In regards to the item of the 11/28 minutes where Otto was asked to submit an expense report – Otto asked that he not be asked for expenses as the amount was nominal and that his expenses be accepted as a donation to the club
- Moved by Del Bruce that the minutes be accepted as modified, seconded by Patrick Michaud and carried unanimously

Mario Marrello

Membership report

- We closed off 2010 with 1,662 primary members, up 5 from November. 1,109 affiliate members bring the total to 2,771, up 7 in total from November and up 247 for the year
- Going forward we will report year to date numbers at the meetings

Matthew Au

Treasurer's report

- Not a lot of change from the last month's meeting
- Invoice from Toronto Lawn Tennis Club for the Award Banquet has now been received and recorded
- Advertising for December Provinz invoiced
- A discussion took place over bank and credit card fees
- Shannonville deposit has been recorded and cheque sent out shortly

Del Bruce

Driver Education Plan & Budget

- Last year DE showed a profit of approximately \$34,000.00
- 2011 budget is based on a similar amount of drivers as in 2010 (expecting 780 participants) looking at a gross income of approximately \$175,000 should net approximately \$22,000.00
- Del Bruce moved that the plan and budget be accepted, Walter Murray seconded, carried unanimously

Mike Bryan

Review Draft Plans for External Communications and Membership

- Table any feedback provided to Mike for discussion
- Membership plan. Its goals are:
 - Enhance the membership experience by increasing participation in club activities and events
 - Improve member retention levels and
 - Grow membership. A key to success will be in gathering member

feedback and acting on it. Mike will work with Event Chairs, Mark and Angie Herring and Ken Jensen to achieve the goals

External Communications plan

Its goals are:

- Grow membership
- Retain members
- Build a positive image of the club
- A key to success will be communicating more effectively with potential members and influencers. The plan calls for greater involvement in non-UCR auto related events
- The Board approved both plans, acknowledging the overlapping goals and the different strategies and actions to achieve them

Kye Wankum & Phil Downe

Targets for Provinz 2011 – 2012

- Provinz has always been a cost centre that the UCR covers for the benefit of the membership
- Typically we measured the financial performance as total production, printing and mailing costs offset by advertising revenue, plus the PCA National membership subsidy
- When the membership subsidy covered the shortfall it was considered a good year
- The financial results have shown a significant improvement over the past two years and a more specific measurement was considered. Provinz will now track costs / member / month and set targets using this format
- Provinz has not shown a profit in the past 25 years
 - Therefore it is a good idea to track costs / member / month. In 2009 only three times did the magazine go under the \$2.00 cost / member / month
 - 2009 average cost was \$2.32 / member / month
 - In 2010 this was reversed the first two months were over \$2.00 per / member / month, with the following 10 months under \$2.00 per / member / month
 - 2010 average cost was \$1.34 / member / month
- The Provinz team feels that with a strategy of continuous improvement, combined with cost controls, a target of \$1.00 / member / month is achievable
- Next step - meeting on January 10th
- Kye & Phil to present a final draft at the February meeting
- January's issue of Provinz went into the mail on January 4, 2010
 - Advance copies were presented to the board members and they were encouraged to hand their mailed copies, when they arrived, to prospective new members
- The January issue also introduced two new advertisers for 2011
 - Porsche of London
 - Kumho Tire

Otto Mittelstaedt

Member information privacy

- We need to be aware of people contacting board members seeking membership or email lists. The club does not provide these to anyone >

> **Mario Marrello & Martin Tekela**
PCA National Update Forms have been completed

Other Business

Walter Murray: By-Laws: review is in process

Horst Petermann: Club Race:

- Has been in contact with Mike Edmonds (Club Race Chair) as well as with Wayne Spiegelberg (Past Chair); Wayne has been great in forwarding documents, forms and verbal advice in regards to the race
- So far have worked out a Budget Proposal, but are waiting to have a meeting with Wayne to get clarification and more details regarding some of the positions in last year's Club Race Financial Report
- Planning to present our budget to the Board at the February Board Meeting

Kye Wankum: Concours:

- Looking for dates
- Might run in conjunction with a DE Event

David Forbes: Spring Tour/Fun Runs/Rally/Targa:

- 5 Fun Runs in planning stage

Patrick Michaud: Goodie Store/Awards Banquet:

- the venue to be close to the downtown or central core
- food price plus wine (cost + corkage) not to exceed \$85
- adequate parking
- Longer speaking time - possibly more than 1 speaker?
- more emphasis on longevity awards, plus possibly having several event chairs to thank their key supporters
- board suggestions to be solicited on these and other suggestions

Mario Marrello: Succession Planning/Socials/Autocross:

- Succession planning is underway
- Speaker for January Social is Peter Gregg from Hydro One
- Laurance Yap from Porsche Cars Canada will be the speaker in March
- Tentative dates have been set for autocross at the Toronto Star. They will be published on the web and in the Provinz once confirmed by the Star

Martin Tekela: Nominating Committee/Ski Day:

- Ski day to be chaired by Tom Tutsch and Don Lewtas at Osler on March 4th. Cost is \$70.00 per person, including HST, with an après-ski reception to follow at Tom's home near Osler
- Nominating Committee In progress

John Van Atter: PorschePlatz:

- Nothing to report as yet as PorschePlatz will be discussed at the February PCA National Board Meeting. Will be discussed at March UCR Board meeting

Mike Bryan: Open House:

- The purpose would be to present a UCR Open House in a new format, to increase participation, to promote club activities and to sign up new members
- The event would include booths for Event Chairs promoting their activities, the Goodie Store, tech tips and Porsche service provider booths, plus an outdoor activity of social responsibility
- There was approval of the plan and new style format, but some concerns that the timing in 2011 might be too tight for such ambitious plan. Mike will discuss with Event Chair, Paul Ip

Tim Sanderson: Tech Events:

- In progress looking for a member to step up and run the events

Otto Mittelstaedt: Web Site:

- If someone googles "Porsche Club" and resides in the GTA, UCR will be on the first page, making the website a good member recruitment tool
- The webmaster is creating a web page that contains a short bio for each board member with a picture, and he reminded delinquent board members to forward the information
- Need more website content from members, chairs and board members rather than everything coming from the Webmaster. If the website is to be as effective as possible, content needs to be updated frequently, preferably every day
- Need to find out why DFC and Pfaff have stopped posting Dealer Classifieds. Mike Bryan volunteered to find out

Phil Downe

- The Yorkville Exotic Car Show is set for Sunday, June 19, 2011

Del Bruce

- At the July DE event (NNJR) a car was written off. The insurance company refused to pay for the loss. This was taken to court and the insurance company was ordered to pay the car owner. The insurance company has appealed this. The car owner has asked UCR to help with the costs associated with his legal fees.
- Options are being investigated and the member will be informed of the decision

Next meeting will be held on February 1, 2011, location to be announced.

Meeting adjourned at 10:20 🚗



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Details to follow in the March issue of Provinz



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2011 FUN RUNS



David Forbes

UCR Fun Run Chair

David.Forbes@nbpcd.com

(705) 788-8828

With the winter wonderland still well in play, Anne and I are excited about looking forward to warmer times and easing into the 2011 Porsche Fun Run season. We are very happy that many of our past Fun Run hosts are willing to host again this year, which is a real testament to the quality and level of commitment of so many UCR members. We have already booked three Fun Runs on the calendar for 2011, with three more in the works! If you are thinking you would like to participate as a Fun Run host, please remember that I am here to assist, and when all is said and done, it's as easy as selecting your favorite scenic route, a great place to have a wonderful meal with friends, and last but not least, giving that gorgeous Porsche the wash and shine that it deserves. Yes, Porsche friends, I really believe it's that simple. Anne and I have never been on a Fun Run that was not memorable, and positive feedback from participants always reminds us of why it's worth it!

Please remember that families are more than welcome to participate and we can't stress enough how safe the process is, and how much we encourage a comfortable pace for participants and hosts to maximize their enjoyment of the beauty of the countryside. Anne and I have committed to hosting the beautiful Spring and Fall Muskoka area Fun Runs scheduled for May 7th and October 1st, 2011, respectively. We look forward to hosting you all at our home again for an end of run cocktail, and yes... reservations for dinner at that famous acclaimed Canadian Japanese Fusion restaurant, Wabora, for a delightful dinner and great company with our extended Porsche family. We can't wait! 🌀

	Date in 2011	Fun Run Area	Hosted By	Contact Info	RSVD
1	April 30/May 1				
2	May 7	Muskoka	David Forbes & Anne Cooper	david.forbes@nbpcd.com	
3	May 14/15				
4	May 21/22				
5	May 27-29	UCR Spring Tour	Jeff White & Mary Byczok	lynda@aurorafinancial.com	
6	May 28	Beaver Valley	Dwight Dyson & Hazel de Burgh	dwight.dyson2@sympatico.ca	
7	June 4/5				
8	June 12	Concours at Mosport	Richard Shepard	richard_shepard@hotmail.com	
9	June 19	Yorkville Exotic Show	Phil Downe	phil.downe@itnegotiations.com	
10	June 25	UCR Rally #1	TBD	TBD	
11	July 2/3				
12	July 9/10				
13	July 16/17				
14	July 23/24				
15	July 30/31				
16	August 6/7				
17	August 13/14				
18	August 20/21				
19	August 27/28				
20	September 3/4				
21	September 10	UCR Rally #2	TBD	TBD	
22	September 16-18	Targa Manitoulin	TBD	TBD	
23	September 24/25				
24	October 1	Muskoka	David Forbes & Anne Cooper	david.forbes@nbpcd.com	
25	October 8/9				
26	October 15/16				
27	October 22	UCR Rally #3	TBD	TBD	
28	October 29/30				

TRACK TALK



Dave Osborne
Track Chair

I recently watched a movie titled, "Who Killed the Electric Car". It was the true story of how General Motors developed an electric car for the California market in the 90's. They were forced to produce it by the California Air Resources Board, so the goal wasn't fuel efficiency, it was cleaner emissions. With GM's advancements in battery technology, they produced a great little single purpose vehicle called the EV-1. It was used by city employees and, of course, the rich and famous, who wished to appear environmentally conscious. Kind of like the Prius of today. Great for the environment, if you think the environment ends at the wall outlet.

General Motors did what most politically expedient companies do. They did only what they had to do and, when that program ended, so did their need to appear responsible. All the EV-1's were repossessed by GM and crushed in the desert, despite their leasers' attempts to purchase and save them. The battery technology was sold - you knew this was coming - to Chevron, who restricts the use of the technology to non-automotive uses. Now every time we see a commercial touting the great next generation of the electric car called the Volt, we're supposed to get all weak in the knees. It's just more of the same thing 20 years later.

I'd like to make a movie called, "Who Wants the Electric Car?" I've just received a notice that my electricity provider has switched to Smart Meter billing. According to Hydro One, if you don't feed your children until after their bed time

and you convert your only day of rest to Laundry Day, you won't pay more for electricity. Well, at least not more than the current increase in rates and the HST, which has also been added. I think they are trying to say that you won't have to pay more, than the more, they are now charging you. To add insult to injury, they call paying more now, saving money, as if that makes any sense at all. The reason for this Time of Day Billing is that, in order to maintain our current level of electrical service, they need to reduce the draw during peak periods. Obviously the answer to our energy problems is for us, and I'm talking just Canadians, to plug in our 27 million passenger vehicles when we get home from work. We'll all end up eating cold sandwiches in the dark.

No country in the world has the electrical capacity to do that, so why are we being subjected to another meaningless program? How about ethanol? There is another useless program. Let's take some of the food supply in a world with an exploding, hungry population and make expensive fuel out of it. Ethanol is so expensive to produce that the only reason it's made at all is for the government subsidies. The government uses some of our tax dollars to subsidize wasting some of our food supply. Good plan. If we are going to plan for the future, maintain our mobile society and not bankrupt our starving children, we have to find a source of energy that is plentiful enough to meet all of our needs. That means clean, abundant, renewable energy, hopefully not buried under some third world country.

I'm thinking hydrogen. Now I'm no rocket scientist, and I understand that, currently, separating hydrogen from water uses more energy than its worth, but there is an up side. We would never run out. Our current vehicles can be modified to run on it, so we can maintain the infrastructure that we've already invested in, and every country will have access to it. Did I mention that there are no polluting byproducts when it's consumed and that nature will keep replenishing it as long as our world survives?

Humans are a resourceful bunch when we have a clear goal. We sent men to the moon with less computing power than your cell phone has now. We've cured plagues and engineered some of the most amazing infrastructure. However, that only happens when we identify where we want to end up. If all governments got together, decided to find an inexpensive way to process hydrogen, put all their

best minds to the problem and properly funded it, we could be a decade away from a better way of life. It just takes the political will to do it. It also means an end to distractions like electric cars, ethanol and corporate control of our resources. And that, my friends, is why it isn't happening. Once the genie is out of the bottle, everyone would have access to inexpensive, inexhaustible energy and the line between rich and poor countries would falter. Wars might even end. Cats and dogs would live in harmony.

Ok, I went too far, but my argument against these unsustainable programs is valid. If it's not a comprehensive solution, then we need to stop wasting time and resources and solve the energy problems for real. Making dinner at 3am is not a solution and neither is the electric car. It's just a different part of the same problem.

As I'm sure your aware that, by now, the 2011 DE registration system is open. Once again, the Race To Register was won by Phil Downe, our resident track enthusiast, who continued to hit refresh, until the site took his bookings at exactly 12 midnight. Well done Phil, your trophy is in the mail. I'm hoping that this is a good sign for the

upcoming year, as second place fell to David Grinstead, who not only got in at 12:01 but signed up for the Skid School as his first event, as well as every DE event this year. You have to love that kind of enthusiasm! I got in at 12:02 because I was distracted by a new article about the 944 Cup Series. That's my excuse and I'm sticking to it... lol. I have to give honorable mention to the next registrant as well because Dave Smith also signed up for Skid Pad and his first DE event at 12:02 as well. You were only off the podium by 14 seconds there Dave, and welcome to the program! I'm sure we won't disappoint you.

I'm told that winter will end one day, so I'm already looking forward to the 2011 season. I've polished my wheels and I'm playing GT5 on PS3 daily so I don't lose my will to live. Your new/old Track Team is looking forward to sharing the track with you this season, so sign up and fill your calendar with Porsche fun with all your new/old friends.

See you trackside soon,
Dave ☼

Because not everyone drives like you do.

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Driver's Dream

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

It's coming... the question is what?

That's the essence of the word "harbinger."
Let's take a closer look at the definition of the word harbinger:

a: one that pioneers in or initiates a major change: precursor

b: one that presages or foreshadows what is to come

Origin of Harbinger: Middle English *herbergere*, from Anglo-French, host, from *herberge* camp, lodgings, of Germanic origin; akin to Old High German *heriberga*

First Known Use: 14th century

Synonyms: angel, foregoer, forerunner, herald, outrider, precursor

They are sometimes the craziest ideas in their times that are, in fact, harbingers of future objects in our daily lives. Say we start with Get Smart, an insane comedic series from the mid-sixties that featured a mixture of 007 and Mel Brooks comedy. It was actually a harbinger of things to happen some forty years later. How so? Remember Maxwell Smart's infamous shoe phone? According to the CIA's official website, yes, the official CIA website, this is their listing for that most famous of all shoes and Maxwell's explanatory dialogue.

Maxwell Smart's Shoe Phone (Get Smart):

Operator: "What number are you calling?" **Smart:** "I'm calling Control, Operator..." **Operator:** "You have dialed incorrectly. Give me your name and address and your dime (what time period this is from - a dime!) will be refunded." **Smart:** "Operator, I'm calling from my shoe!" **Operator:** "What is the number of your shoe?" (does this sound like a type of question an automated cell phone operator would ask?) **Smart:** "It's an unlisted shoe, Operator!"

Would you believe that this is the most famous prop in television history? While other spies hid their radios in pens, cigarette cases and lighters, Maxwell Smart, Agent 86 of Control, cleverly housed a telephone in his shoe. Used for five seasons by Don Adams in the Emmy-winning comedy series, the Shoe Phone became a classic icon of popular culture.

Shoe phone becomes Smart phone. Get the connection? Pun intended. Well, now it's your pocket that's ringing, not your Ferragamos.

And another harbinger from history comes from our pal HAL from the movie '2001: A Space Odyssey'. HAL 9000, to be exact, was the on-board computer of a spacecraft in that 1968 film by Stanley Kubrick.

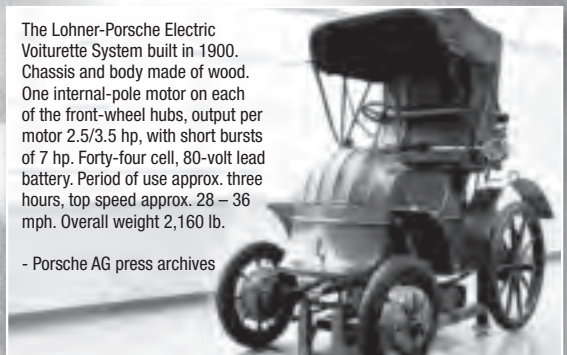
HAL is a computer that interacts with the crew. HAL is capable not only of speech, speech recognition, facial recognition, and natural language processing, but also lip reading, art appreciation, interpreting and expressing emotions, reasoning, and playing chess, in addition to maintaining all systems on an interplanetary mission. Does this not sound like a Wii game or like your "Mac" on game-mode?

And P.S.: the voice of HAL 9000 was portrayed by Canadian actor Douglas Rain.

And not to leave Porsche out of this! As they made a mark in 1899 with a project known as The Lohner-Porsche. The Lohner-Porsche Mixte Hybrid was the first hybrid vehicle developed by Ferdinand Porsche. It was a series hybrid using wheel hub motors mounted in each wheel, and powered by electricity delivered from both batteries and a small generator. At the age of 18, Ferdinand Porsche had boarded a train in Maffersdorf (today, Vratislavice nad Nisou, Czech Republic), and headed for Vienna. At his first job with an electrical equipment company, then known as Bela Egger & Co. (today, Asea Brown Boveri or ABB), he designed an electric hub motor for which he submitted a patent in 1897. In that same year he changed jobs and joined Hofwagenfabrik Jacob Lohner & Co, a coach builder. The 1900 launch of the Lohner-Porsche, a transmissionless vehicle, powered by Porsche hub motors was a huge hit at the Paris World Exposition.

The Lohner-Porsche Electric Voiturette System built in 1900. Chassis and body made of wood. One internal-pole motor on each of the front-wheel hubs, output per motor 2.5/3.5 hp, with short bursts of 7 hp. Forty-four cell, 80-volt lead battery. Period of use approx. three hours, top speed approx. 28 - 36 mph. Overall weight 2,160 lb.

- Porsche AG press archives



Porsche 918 Spyder Concept car of 2010
- Porsche AG press archives



The Lohner company went on to break the Austrian land speed record with the car's top speed of 37 mph (60 km/h). With Porsche at the wheel, the car was victorious in a number of motorsport events, and by 1905, Porsche had won the Potting Prize as Austria's most outstanding automotive engineer. In 1906, Porsche was snapped up by Daimler-Benz as technical director, and left Lohner coachworks for good. Jacob Lohner said at the time: "He is very young, but is a man with a big career before him. You will hear of him again." Well folks, it's 2011 and what do you think of him and his team so far?

As an epilogue to the Lohner-Porsche, its design was studied during NASA's efforts to create the Apollo program's Lunar Rover, and many of its design principles were mirrored in the Rover's design.

Moving right along to 2010, 111 years later - yes, I say 111 years! - to the introduction of the 918 Spyder concept car at the 2010 Geneva Motor Show, which shows signs of going into production.

Looking a bit like a Carrera GT evolved, the 918 Spyder is powered by both, a 500-horsepower V8, and a pair of electric motors (one for each axle) - does this sound like a 111-year-old idea to you? At full gallop, the concept can theoretically reach 62 mph in 3.2 seconds and nip 198 mph on the high end. On the flip side, Porsche says it can also achieve 78 miles per gallon and emit just 70 grams of CO2 per kilometer.

As we travel though the last 100 years from Porsche's initial hybrid car of 1899 to Maxwell Smart's wacky shoe phone and HAL the know-it-all computer, it goes to show that no matter how out-there an idea is - no pun intended - they can, to our surprise, be forerunners to things of the future. One thing is for sure, Porsche keeps it interesting for us, in what is yet to come.

Well, time is up for this lap of Drivers Dream. If you have ideas, comments, questions, lifestyle topics - or recipes! - to share, please email me at DriversDreamwithRaffaele@yahoo.com.

Ciao ☼

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