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



January 2011

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The Porsche 911 Turbo S, photographed  
by Eshel Zweig

# PRESIDENT'S MESSAGE



**Mario Mareello**  
UCR President

**H**appy New Year everyone! 2011 promises to be a great year. I had the opportunity to meet with the new board members at our November planning meeting and I am looking forward to working with this highly motivated group to continuously improve this club for its membership.

Traditionally, winter has been a slow time for our club, as many of us have stored away our cars for the winter, but this year, Porsche is bringing the Camp4 program to Canada for the first time. This is a three-day event, with two full days of winter driving on a specially designed, snow-covered track. Refer to the membership postcard for more details. If you know of anyone who would want to participate in this event, please pass the postcard on to him or her.

Regardless, winter is the perfect time to make plans for the many UCR events that take place during the warmer months. By the time you read this, the UCR DE registration will be open for you to firm up your 2011 DE days.

One of the most impressive things about the PCA is that it runs entirely on volunteer efforts by its members. The primary reward received by the enthusiastic volunteers who keep this club running is the satisfaction of knowing they are contributing to the membership. These people choose to give their time, devote their energy, and share their skills on their own accord. They express a sense of achievement and motivation ultimately generated from their desire and enthusiasm to help.


The Porsche experience is important to all of us and UCR has been enhancing this experience through volunteers for many years. Our volunteers organize and run events throughout the year to fill the calendar for the benefit of our 2,700+ primary and affiliate members. We try to offer events in all areas of interest: social, technical, educational and competitive.

Volunteering is also the perfect vehicle to discover or rediscover something you are good at or to develop a new skill. We all know it is never too late to learn new skills.

When I joined the PCA, my primary motivation was to learn about my car and meet others who shared the same interest. Fortunately, the club re-introduced the autocross event shortly after I joined and I attended each event almost religiously, learning more about my car and myself. I was not ready to make the necessary modifications to my 1989 Cabriolet to take it to the track, so the autocross gave me the performance driving fix I craved. I ultimately took over the event and have been chairing it ever since. I discovered that I enjoyed autocross even more by being able to share the experience with other members.

PCA's motto is "It's not the cars, it's the people." If you have an interest and are motivated to share that with others, please contact one of the board members - there may be a related event you can help with. If you have an idea for a new event, please let us know! The event does not need to be car related - anything that brings people together, such as our wine tasting, skiing and football events will work.

Don't forget, we also need participants to make the events successful. Please attend the events and be sure to thank those who make them possible. Make your opinions known; it's the best way I know to continuously improve our club.

Thank you,  
Mario Marrello  
[m.marrello@computer.org](mailto: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](http://www.pcaucr.org)

## JANUARY

11 Tues UCR Social Meeting at Boom Restaurant, Toronto

## FEBRUARY

8 Tues UCR Social Meeting at Mandarin Restaurant, Rexdale

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

## MARCH

4 Fri UCR Ski Day at Osler Bluff Ski Club

8 Tues UCR Social Meeting at The Musket Restaurant, Etobicoke

## APRIL

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

16 Sat UCR Skid Pad School at Mosport

30 Sat UCR Skid Pad School at Mosport

- - Autocross - Details TBD

## MAY

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

14-15 Sat-Sun Driver Ed at Mosport

26-29 Thu-Sun Zone 1 Club Race

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

- - UCR Spring Tour - Details TBD

- - UCR Rally - Details TBD

- - PCA Zone 1 Club race at Watkins Glen - Details TBD

## JUNE

10 Fri UCR DE Instructor Day

11-12 Sat-Sun UCR Driver Ed at Mosport

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

18 Sat Yorkville Exotic Car Show - Details TBD

- - Zone 1-48 hrs@The Glen - Details TBD

- - UCR Autocross - Details TBD

- - UCR Concours d'Elegance - Details TBD

## JULY

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

- - UCR Rally - Details TBD

## AUGUST

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

27-28 Sat-Sun UCR Driver Ed at Shannonville

## SEPTEMBER

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

16-18 Fri-Sun Targa Manitoulin

24-25 Sat-Sun UCR Driver Ed at Mosport

- - UCR Autocross - Details TBD

## OCTOBER

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

15-16 Sat-Sun Driver Ed at Mosport

- - Multi Event Weekend - Details TBD

- - Autocross - Details TBD

## NOVEMBER

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

19 Sat UCR Awards Banquet

## DECEMBER

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

# 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:

**January 11, 2011**

**Boom Restaurant**

174 Eglinton Avenue West (and Lascelles Blvd.)

**February 8, 2011 - NEW LOCATION!**

**Mandarin Restaurant**

200 Queen's Plate Drive, Rexdale

**March 8, 2011**

**The Musket**

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](mailto:registrar@pcaucr.org)



# WELCOME! NEW MEMBERS

NAME	LOCATION	MODEL	THANKS TO
David Almeida	Kingston	04-911	
Jeff & Alison Cope	Holland Landing	86-944T	Web
Paul & Marilyn Dennis	Mississauga	08-911T	
Robert Eberschlag & Kerri Dawson	Toronto	86-911	
Keith Fansett	Toronto	10-Boxster	
Craig Gardner	Etobicoke	04-911C4S	
Andrew Guizzetti	North York	08-911	John Amardeil
Ron & Rosina Johnston	Burlington	90-911	Mantis Racing
Dino Mannarino & Jill Dougherty	Ancaster	85-911	Mantis Racing
Adrian McInerney	Burlington	86-911	Mantis Racing
Johanny Moreno & Glenna Gallant	Mississauga	08-Boxster	Web
David & Gina Moskovitz	Toronto	11-Boxster	Abe Reinhart
Tom Nadeau	Oakville	99-Boxster	Lee Mondrow
Shahrokh Nikouei	Toronto	10-Panamera	Downtown Porsche
John Noble & Jennifer Back	Port Perry	95-911	
Nicholas & Denise Ofner	Kitchener	92-911	German Auto Tech
Francesco Policaro	Brampton	06-911C4	
Josephine & Andrew Sarne	Scarborough	95-911	
Garth Stibel	Orangeville	00-911	Peter Askew
Mike & Nancy Timmins	Oakville	11-911	Downtown Porsche
Reynold Unwin	Caledon Village	84-944	
Roy & Val Kerry	Erin	09-911	
Robert & Elizabeth Vander Wel	Mississauga	04-911	Mantis Racing
Christiane Von Gartzen & Bruce Craig	Acton	06-911	Mantis Racing
James Westbrook	Toronto	10-911GT3	

# CONGRATS! ANNIVERSARIES

**25**  
YEARS

Ernie Jakubowski

**20**  
YEARS

Bruce Menchions

**15**  
YEARS

Helmut Brosz  
Robert Linder  
Mike Norman  
Nick Pyle

**10**  
YEARS

Nick Borysenko &  
Sonia Pressacco  
Michael Lewell  
Vince Panacci  
Frank Rossi

**5**  
YEARS

Alan & Janet Bowler  
Elio Ciotti  
Julie Lewell  
Robert & Deanna Loucks  
Andrew Pappas  
Eddy Slocum  
Bill Van Vliet



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# EDITOR'S RAMBLINGS



**Kye Wankum**  
Editor

**W**elcome to the first issue of Provinz in the year 2011, and heartfelt best wishes to you and yours for this coming year and beyond!

I want to take this opportunity to say thanks for all of the support and encouragement I have received from the membership and the past UCR leaders and the new Executive and Board, where my efforts with this newsletter are concerned. I was shocked at the 2010 Awards Banquet to be named the UCR Enthusiast of the Year. I would like to thank the UCR Executive for honouring me on this occasion. Picking one individual out of the hundreds of volunteers each year cannot possibly be an easy task. There are so many in UCR doing a fantastic job, giving freely of their time to create and bring many great and enjoyable events to our members and making UCR the great club that it is. So, thank you! I cherish and appreciate the recognition. Of course, just like every UCR event or effort, there is a strong team behind the lead 'Driver'. In my case, the volunteers who make me look good are those who contribute articles and photos, help out with all of the seemingly menial tasks, such as proof-reading, organizing, billing, selling, and generally holding it all together for me. You know who you are; I thank you!

That topic, of course, leads me right into the heart of the matter – it's the perfect time to, once again, urge all of our membership to get more involved with our club. This can be as small or as big as you want and that includes many activities over a very broad spectrum. For example, you could really make it a point to pass out the new membership recruitment cards (enclosed) to potential new members. We have just finished 2010 as the top PCA region in all of North America for greatest actual membership growth. We've gained 211 members on Chicago Region and 131 on New York. We only need 45 more members

to pass Chicago in 5th place and 104 to overtake New York in 4th. It only takes a small effort on your part and should be fairly easy because four out of five Porsche drivers in Ontario are not yet members of UCR.

If you have a little more time to spare, there are a number of our regular events and activities that need chairpersons for this coming season. Each chair has a co-chair and volunteers for their event to make it all happen and come together. None of this is too time consuming or difficult, while it is a great way to get involved, have fun and, quite possibly, make some great new friends in the process. It gives you a great sense of satisfaction and, if it helps you get your mind off your office for just one day, it will be well worth it. Please keep an eye on these pages and on our website for calls for volunteers to help out with our events; from the Concours to the Club Race and more.

The UCR Board is always open to suggestions for changes and ideas for new events. Case in point, was our Argos Football outing last fall; this first-time event was chaired by a member who just happened to have a new idea. He had never chaired an event before but got the go ahead to run with it and it drew a large crowd (Provinz, December 2010) and turned out to be a great evening, enjoyed by all.

The UCR membership is just that diverse; from the very early car enthusiasts to those who are more interested in the social aspect – and everything in between. Just one thing brings us all together: our love and admiration of our favourite automobile and its manufacturer: der Riesentöter.\*

\*First person to email me with a proper translation of that German idiom wins a swag prize. 🌀

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# THE WAY WE WERE...

## 30 Years Ago

President Dave Pateman talked about a parts run to Stoddards, near Cleveland. The tech item covered modification of 914 torsion bars to add grease fittings. The major issue was getting people to help run the club's events. Bruce Farrow reviewed the Porsche-Corvette Challenge, an autocross competition. Bruce Farrow was buying and selling parts.

## 25 Years Ago

President Joe Fantl had incorporated the club. Provinz would be published in two formats – a monthly bulletin and a premium edition three times a year. Parade was to be in Portland, ME, and I was to assist with Goodie Store management. Mark and Angie Herring had designed a new club crest. Parade volunteers were doing a quilt for a raffle and we were asked to complete one square containing the club crest. We hosted a photo night competition with 40 attending.

## 20 Years Ago

President (old) Phil White had a plethora of event chairs. The monthly Social at Kobi's expected 120 to hear Klaus Luttman, Porsche Marketing Manager, give us all the latest news. Marc Plouffe had an active DE program planned. The dates were split between Mosport and Shannonville. Fee was \$75 per day. Rosemary Adam had updated the by-laws. Bruce Farrow's column was called Classic Porsches. Nineteen new members joined. Total (primary) membership was about 700. Howard Dexter reported in his Off Line column that he read a book: Gilles Villeneuve, The Life of the Legendary Racing Driver. Crawford Reid was handling Dealer Relations. Bruce Farrow still had parts for sale...

Contributed by John Adam, UCR Historian

# The UCR Provinz Team is Seeking Additional Members

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

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

## YESTERDAY, TODAY, AND TOMORROW



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# Don't Miss These Upcoming UCR Socials

*Submitted by Richard Bain*

## **January 11, 2011 Boom Restaurant**

174 Eglinton Ave. West, Toronto  
(416) 485-3447

This is a new venue for us. The ambience is bright and welcoming, an informal mood, the prices reasonable, and the food excellent. We may have a guest speaker.

Boom is on the north side of Eglinton immediately east of the second traffic light east of Avenue Road, which is Lascelles Blvd. It's kitty corner to the Morley Bedford Funeral Home. There is some parking on Lascelles Blvd., and an underground Green P parking immediately to the west of the restaurant.

Please join us, starting at about 6:30 PM.

## **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.



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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**

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# OCTANE RATINGS

by Pedro P. Bonilla

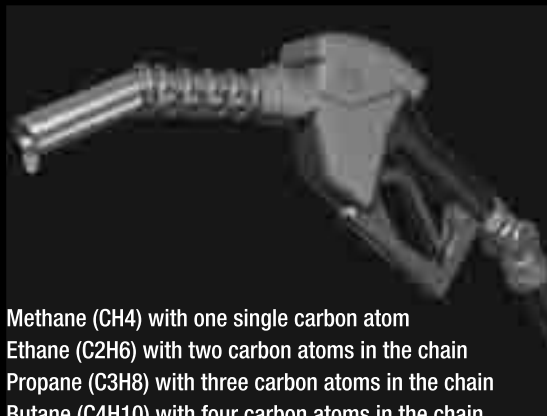
## Who are RON and MON?

If you look closely at the gas pump the next time you're filling up your car's tank, you'll see that the different types of octane available at the pump are measured using the  $(RON + MON) / 2$  method. Across North America, the typical octane ratings (also known as gasoline grades) are 87, 89, 91 and 93.



## But what exactly is octane and who are RON and MON?

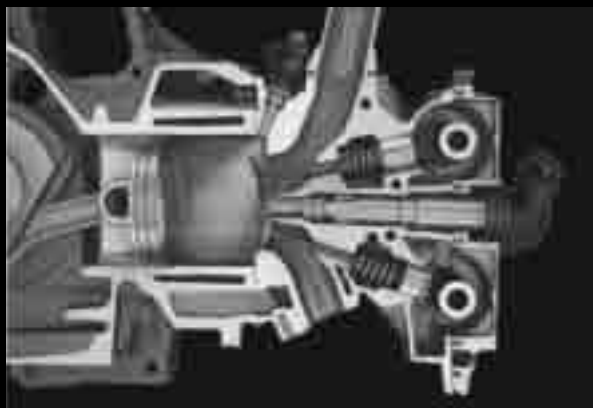
When crude oil is "cracked" or refined, it breaks down to produce hydrocarbon chains of different lengths:



Methane ( $CH_4$ ) with one single carbon atom  
Ethane ( $C_2H_6$ ) with two carbon atoms in the chain  
Propane ( $C_3H_8$ ) with three carbon atoms in the chain  
Butane ( $C_4H_{10}$ ) with four carbon atoms in the chain  
Pentane ( $C_5H_{12}$ ) with five carbon atoms in the chain  
Hexane ( $C_6H_{14}$ ) with six carbon atoms in the chain  
Heptane ( $C_7H_{16}$ ) with seven carbon atoms in the chain  
Octane ( $C_8H_{18}$ ) with eight carbon atoms in the chain  
Nonane ( $C_9H_{20}$ ) with nine carbon atoms in the chain  
Decane ( $C_{10}H_{22}$ ) with ten carbon atoms in the chain

and others, including Kerosene, Fuel Oil, Lubricating Oils, Grease, Vaseline, Paraffin Pitch, Tar and Petroleum Coke, each one with consecutively longer carbon chains with up to 26 or more carbon atoms in the chain as is the case of Petroleum Coke. I will come right back to this.

In an internal combustion engine, its compression ratio is a single number that can be used to predict the performance of the engine. It is the ratio between the maximum volume of the combustion chamber and cylinder, when the piston is at the bottom of the stroke, and the minimum volume when the piston is at the top of its stroke.



In a properly-firing cylinder, the spark plug ignites the air/fuel mixture at just the right time and a flame front starts on one side of the piston and burns across the top to the other side, which creates a rapid and evenly-expanding gas that pushes down on the top of the piston and thus makes the engine rotate its main shaft. When the air/fuel mixture is ignited prior to the spark plug firing as with pre-ignition, the two flame fronts collide, causing a pinging and knocking noise and a loss of peak power.

High performance cars generally have high compression engines, such as the ones found in our normally-aspirated flat-6 Porsches because the higher the compression ratio, the more mechanical energy an engine can squeeze from its air/fuel mixture. However, higher compression increases the volatility of the mixture, which may lead to early ignition.

An octane number or octane rating is a measure of the resistance of gasoline and other fuels to self-ignite or pre-ignite due to compression in an internal combustion engine. As the compression ratio of an engine increases, so does the required octane number of gasoline if you want to avoid knocking.

In order to account for differences in the performance quality of gasolines, two engine octane numbers are routinely used: The most common type of octane rating worldwide, **RON (Research Octane Number)**, simulates the fuel performance under low severity engine operation and is determined by running the fuel in a test engine with a variable compression ratio at 600 rpm. The other is **MON (Motor Octane Number)**, which simulates the fuel performance under more severe engine operation using the same test engine but with a preheated fuel mixture, at 900 rpm and with variable ignition timing to further stress the fuel's knock resistance. The octane number is then reported as the average; therefore we see:  $RON + MON / 2$ .

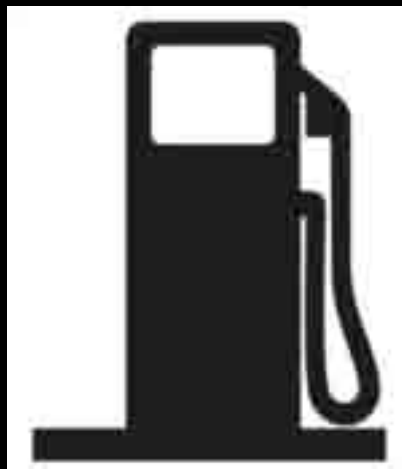
It turns out that heptane ( $C_7H_{16}$ ) handles compression very poorly. Compress it just a bit and it self-ignites spontaneously. Octane ( $C_8H_{18}$ ), on the other hand, handles compression very well – you can compress it quite a bit and nothing happens.

By definition, the **RON and MON of n-heptane and iso-octane** are exactly 0 and 100.

So, ninety-three-octane gasoline is gas that contains 93% octane and 17% heptane (or some other combination of fuels and additives that have the same performance of the 93/17 combination of octane/heptane).

Other fuels and their RON and MON values are as follows:

FUEL	RON	MON
hexadecane	< -30	
n-octane	-10	
<b>n-heptane</b>	<b>0</b>	<b>0</b>
diesel	15-25	
n-hexane	25	26
1-pentene	34	
2-methylhexene	44	
1-heptene	60	
n-pentane	62	
n-butane	91	
Regular Gas (USA)	91-92	82-83
<b>iso-octane</b>	<b>100</b>	<b>100</b>
benzene	101	
t-butanol	103	91
ethane	106	
propane	110	
toluene	111	95
xylene	117	
isopropanol	118	98
ethanol	129	116
methanol	133	105
methane	135	122
hydrogen	> 130	10



An octane number doesn't relate to the energy content of fuel, as some people tend to believe, it is just a measure of the fuel's tendency to burn in a controlled manner rather than exploding in an uncontrolled manner.

Another misconception that some people have regarding gasoline, is that if they use a higher octane level than recommended by the manufacturer, they can obtain better gas mileage or higher horsepower. That is not so because switching to a higher octane rating does not add any more hydrocarbon or oxygen content. The different octane ratings exist so that each particular engine can have the best fuel possible according to its internal design (compression ratio).

However, burning fuel with a lower octane rating than recommended often reduces the power output or efficiency on the engine because of the knocking. Modern Porsches have anti-knocking systems integrated into the engine, which are controlled by the ECU (engine control unit or main computer). These systems retard the ignition timing to reduce the tendency to detonate but, by the same token, retarding the timing reduces power output and fuel efficiency.

To obtain the maximum power out of your engine, follow the manufacturer's recommendation for gasoline octane requirements for your particular engine.

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# Butzi's 75<sup>th</sup>

**The legendary  
designer of the  
Porsche 911 turns 75.  
Ferdinand Alexander  
Porsche celebrates  
his birthday –  
in round figures**

**Text and Photos,  
courtesy of Porsche AG press archives**

**S**tuttgart. Professor Ferdinand Alexander Porsche, Honorary Chair of the Supervisory Board of Dr. Ing. h.c. F. Porsche AG, Stuttgart, celebrated his 75th birthday on December 11, 2010. As a designer of true genius, F.A. Porsche was the creator of such legendary automobiles as the 904 Carrera GTS and the Porsche 911. After stepping down from the management of Porsche KG in 1972, he founded the "Porsche Design" Studio, and achieved worldwide fame and recognition as an independent product designer.

Ferdinand Alexander Porsche was born on December 11, 1935 in Stuttgart, the eldest son of Dorothea and Ferry Porsche. As a child, his world was already being influenced by automobiles, with him spending a lot of time in the design offices and development workshops of his grandfather Ferdinand Porsche. In 1943 the family, together with the company of Porsche, relocated to Austria, where he went to school in Zell am See. After returning to Stuttgart in 1950, he passed the final school examination, the "Abitur", at the Waldorf School, and registered at the College of Design in Ulm. In 1958 F.A. Porsche joined the design department of what was at that time Dr. Ing. h.c. F. Porsche KG





Ferdinand Alexander Porsche founded the "Porsche Design Studio" in Stuttgart in 1972, the headquarters being relocated to Zell am See in Austria in 1974. Over the decades which followed, he designed a wide range of classic men's accessories, such as watches, spectacles, and writing implements, which achieved worldwide fame under the brand name "Porsche Design". In parallel with this, he and his team, using the trademark "Design by F.A. Porsche", created a large number of industrial products, domestic appliances, and consumer goods for internationally famous clients. Ferdinand Alexander Porsche has been acclaimed for his work as a designer and has garnered many honours and prestigious awards.

In the autumn of 2003, F.A. Porsche and the other shareholders of "Porsche Design", together with Dr. Ing. h.c. F. Porsche AG, founded the Porsche Lizenz- und Handelsgesellschaft mbH & Co. KG (PLH, Porsche Licence and Trading Company). The goal of this company is to maximize the potential of the Porsche brand in sectors beyond the automobile industry. The focus is on the "Porsche Design" trademark, which has recently developed into one of the world's leading luxury brands with its own marketing network.

His talent for design soon became apparent when, with the Type 754 "T7", he formally presented to the world the direction, which was to be followed in the succession to the 356 Series. In 1962 he took charge of the management of the Porsche Design Studio, and one year later took the world by storm with the Porsche 901 (later re-badged '911'). In addition to passenger cars, F.A. Porsche was also deeply involved in the design of the racing cars of the 1960's. Among his most famous designs were the Formula One Type 804 racer and the Porsche 904 Carrera GTS, which motoring fans have always regarded as one of the finest and most beautiful racing vehicles ever made.

With the conversion of Porsche KG into a share company in 1971/72, F.A. Porsche and all the other family members stepped aside from the operational business of the company. As a shareholder and member of the Supervisory Board, he oversaw the development of Dr. Ing. h.c. F. Porsche AG for many years, and from 1990 to 1993 he served as the Chair of the Supervisory Board. In 2005 he passed the mantle of responsibility as a Porsche AG Supervisory Board member to his son Oliver, and took on the position of Honorary Chair of the Board.

*I took the liberty to add the headline to this article, as F.A. Porsche has forever been known by his nickname, 'Butzi'. -ED* 🌀



Ferry Porsche in his office with his son Ferdinand Alexander Porsche, approximately 1960.



# F1

Story and Photos by David Langton,  
UCR Member at Large and past UCR President

**B**ack in early summer, I had signed up for a conference in Munich. As July rolled around and I started to look at the calendar, my first thought was that I could tie in a visit to see the new Porsche Museum. Then, I realized that the conference fell neatly between the Belgian F1 Grand Prix at Spa on August 27 and the Italian GP at Monza on September 11. Two of my “bucket list” races.

I had been to the San Marino GP at Imola a number of years ago and seen the tifosi up close, so maybe Spa? But I had driven my 911 on the public road parts of that circuit – en route from picking up the car from Porsche. I would love to see F1 cars at full chat through Eau Rouge – but probably so would thousands of other fans who, undoubtedly, would be there.

## **Tough Choice! Why choose? The need to make a living – that’s why.**

Monza has to be a sentimental favourite. So I checked out the F1 website. For the three-day weekend, a cool \$3,000.00 – per person, that is. Top flight amenities no doubt – but an over the top price in my opinion – and (rationalizing) three days there might be a touch grueling anyway.

The website said that single day grandstand tickets would be released on August 1. Guess what? They are not much cheaper.



My experience has been that, aside from ALMS and Grand Am, most top flight races are not “for the fans”, but “for the TV” and the fans are just a prop. Given that, my general desire to stay reasonably solvent and not to enrich Bernie Ecclestone more than he already is, I went for general admission – a mere C\$175.00 per person. Ordered on-line and delivered to my hotel in Munich!

The price compares to C\$40.00 at Mosport for the ALMS or US\$60.00 for the Rolex 24 at Daytona - and at both of those places you get to walk on the grid and ogle the cars close up. But then F1 obviously has a cachet that people will pay for.

F1 does of course offer noise to the point of actual pain and speeds so high that you can’t even read the numbers on the cars in the slowest corners. Overall, the spectacle is incredible but, like many “events”, sporting and otherwise, if you actually want to know what’s going on, you are better off watching it on TV.

Judging by various internet blogs and the like, it sounded like Monza is one of the tracks where general admission is doable and worthwhile – and it was. It also sounded like the train is the way to get there – and it is.

Monza is a fair-sized town on a regular rail line from Milan – only about 18km from the city centre. What I didn’t find out until later is that, for the GP weekend, Italian Railways open an otherwise unused station literally 100m from the track at the Lesmo corner, which is reputed to be one of the best spots for

general admission viewing. Not only that, but the Lesmo train is free and goes to and from Milan’s “Grand Central Station”, which is an architectural masterpiece in itself.

The train I took to get to Monza runs every 30 minutes or so, even on Sundays and, on GP weekends, it is met by free shuttle buses to the track. The setting is magnificent; the track lies in 650 acres that formerly comprised a royal park. When I say the buses are “to the track”, it’s a good half hour walk through the park to get to the actual circuit from the drop-off point.

Walking into the track is like being at a carnival. The road is lined with food and concession stands of all types. There are, of course, hoards of people, but they are not just male Tifosi types – there are families with kids, groups of young adults, older people – all having a ball – and there is tons of space. Some fans even come on bicycles or motor scooters, while others bring strollers – with babies. ➤





The GP circuit is encircled – even intertwined with the old oval track – which is surprisingly intact in parts. My walk into the circuit actually took me under part of the oval track. On the opposite side of the GP circuit you can walk right up to a huge length of the old banking. The actual track is supported on a wooden framework and you can walk around under there. Security guys on mopeds buzz around on the track itself – and keep the public off.

Overall, Monza was a wonderful experience – though the only way I could figure out what was going on with the race was via an iPhone app – supplemented by a sight of the occasional big screen TV.

By the following Wednesday, my hearing had more or less returned and I ventured to suggest excursions to Ferrari and/or Lamborghini. As far as I have been able to determine, Ferrari does not offer factory tours - Lamborghini usually does but a tour was not available when we were there. So at both places, we had to be satisfied with a static museum. Naturally, the Ferrari museum is much the bigger and fancier of the two, but the Lamborghini museum had a quiet elegance about it – not to mention a couple of beautiful Murcielagos.

Right outside Ferrari was a nicely turned out 911 (from the 70s, I would guess) – which was the icing on the cake for me!

All in all, the Monza choice was a good one. 🌀



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# The Porsche 911 Turbo S *PDK*

By John Mahler, UCR Member at Large;  
Photos by Eshel Zweig, UCR Photo Editor

What is the difference between Rear Wheel Drive and All Wheel Drive? This isn't a technical question for the nut and bolt dweebs but, rather, a practical science experiment for those who enjoy driving more than mechanical engineering lessons.

provinz F E A T U R E





So, the difference between RWD and AWD is six and a half car lengths. Using two test subjects, a 2011 Porsche 911 Turbo S (530 hp) as the AWD representative, and a 2010 Chevrolet Corvette ZR-1 (638 hp) as a RWD representative, I staged a couple of rolling-start drag races up the back straight at Mosport. Starting at the exit of turn 5C, rolling at 50 km, when both cars hit the gas at the Mobil 1 sign. At the flag stand at the top of the hill, the Turbo S was six and a half car lengths ahead.

The drag race distance was half of a kilometer. Apparently, a 108 horsepower advantage is not enough to overcome the fact that four tires grabbing pavement give much superior traction than just two patches of rubber. The Porsche hunkered down and leapt forward with not a hint of wheel spin, the shifts were totally seamless. Audibly, the soundtrack was one continuous roar with no breaks for shifts, as the car went up through the gears.

The Corvette's power left two black stripes on the pavement, as the car's rear tires spun while the Porsche just took off. Again at the upshifts, the ZR-1 got wheel spin, and laid down more rubber, proving, even at the 2nd to 3rd upshift, that 638 horsepower could certainly create a show. The rear of the car danced sideways at every shift, causing a slight lift to correct before full power was reapplied. >

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To be fair, we tried the drag race again, switching lanes and starting at 70 km/h, but the results were similar. Victory to the Turbo S by four car lengths.

So, how did this come about? After all, I started out to do an evaluation of the PDK, Porsche's double clutch transmission. The transmission replaces the previous generation Tiptronic. The "Tip" was still an automatic transmission. It could be manually shifted by buttons on the steering wheel, but it was an automatic using a torque converter.

The PDK type transmission comes from a rich heritage of the Type 956 and 962 Le Mans-winning racecars. That transmission could handle the high horsepower of a racecar, but it was never used in a street car until now. Racing drivers regularly complained that its shifting was too abrupt. It did not matter. They were paid to go fast, comfort be damned. A lot of development work went into smoothing out the shift action, suggesting drivers of \$200,000 super cars have necks that are more delicate.

The new PDK has two clutches and the transmission can be truly shifted manually, with the hydraulics doing the work with the clutch. The car is shifted virtually instantaneously when a paddle behind the steering wheel is activated. The tranny can also be left in an "automatic" mode. Then the seven speeds are totally controlled by the car's sensors, feeding information to the car's computer - two transmissions in one.

Chris Pfaff had raved about the Turbo S with its PDK, and he could not hide a huge smile when he described the launch control feature. I had to try the car; his car.

Driving on the street, I tried both modes, shifting myself and leaving the paddles alone. The paddles were fun to use, especially for the downshifts, as the computer blipped the throttle perfectly matching revs between the gears. Shifts were quick and smooth, no jerk at partial throttle, the bane of Ferrari's version of this transmission.

Left in auto mode, driving in the car's normal mode, no PASM sport button engaged, the tranny made its way up to seventh gear all the time. This was a totally new rethinking of shift patterns compared to a manual six speed. In city driving, the engine was happy loafing around in seventh gear at as low as 1,100 rpm. With the manual six speed, the engine is generally unhappy under 2000 rpm. Kudos to the Turbo's new direct injection and the engine's electronic management system.

Pushing the PASM Sport button instantly raised the RPM's as the engine map changed and became more aggressive and the suspension firmed up. Pushing the Sport Plus button, raised the revs even more, and the suspension further stiffened the car. Now it did not shift until it reached the redline. >







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# “The Porsche

hunkered down and leapt forward with not a hint of wheel spin, the shifts were totally seamless. Audibly, the soundtrack was one continuous roar with no breaks for shifts, as the car went up through the gears... ”





...The sensation  
is midway ride-good,  
0-100 km/h in just  
hundredths of a second  
over three ticks of the stopwatch.

This is *insanely fast.*”





As I became accustomed to this seventh gear driving, it became very clear that no performance had been lost by saving fuel and decreasing emissions. The transmission shifts in milliseconds, even in its slowest mode. Driving to Mosport on a two lane road, passing a slow gravel truck, the car went from seventh gear to third faster than any “kick-down” automatic I’ve ever driven. The shifts were imperceptible; the throttle pedal went down, the Turbo moved out as if launched from a slingshot.

Arriving at Mosport, one of our regular track clients had turned up with his own new Turbo S. This driver is all about acceleration. A friend with a Ferrari 599, had agreed to the drag race up the straight, but just moments before, he had begged off the acceleration test. One of our Apex regulars with a ZR-1 immediately offered to take up the challenge.

Surprisingly, the Turbo owner did not want to use the car’s launch control; he felt the drivetrain shock was abusive to such a great car. Therefore, a rolling start was the way to go, with the results noted above.

In the interests of research, we did the same drags with the two Turbo S’s. Rolling start, PASM in full Sport Plus mode, one driver shifting the gears with the paddles, then other leaving it in full auto mode. The full auto mode car was ahead by two car lengths. It seems the human brain connected to the human

hand, flicking a micro switch paddle is not as quick as the car’s computer. Those runs were a forecast of my later experiments.

But first was the launch control trial. Reading the owner’s manual, I expected much hoo-ha about this feature, but it was a scant two paragraphs, not even in bold face. Put the PASM switch into sport plus, left foot on the brake, right foot floors the throttle and holds it down, left foot releases brake, car accelerates.

It is hard to put the pedal to the metal in a stationary car. It is unnatural, ‘something could blow’ is the dread. I sucked it up and floored it, the revs leveled off just under the redline, I released the brake and I was away. And I mean away with a capital “A”; the car, for a split second, seemed to rise up from the torque on the drivetrain, then bam, everything went into fast forward mode. I got a taste of what it feels like to be in a Tomcat launched off an aircraft carrier by the catapult.

Of course, I had to do it several more times. The sensation is midway ride-good, 0-100 km/h in just hundredths of a second over three ticks of the stopwatch. This is insanely fast. Remember the car is going uphill on Mosport’s back straight. The cold November air no doubt provided extra power but still that acceleration boggles the senses. I too, could not contain my big silly grin. >

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I offered a ride to a very experienced Corvette racer: his post on the Corvette Forum said “I have never been in a car that launched that hard.” The hook-up with the pavement was a neck snapper.

The ZR-1 driver wrote on the Forum about the way the Porsche had beat him. He was immediately banned from posting on the Forum for two weeks. The truth has a price.

In the afternoon, I ran some laps, wanting to see how smart the transmission really was. For five laps, I shifted. For five laps, I let the car’s computer do the work. The computer shifted both up and down within a couple of feet of where I had done the work for myself. It was somewhat disconcerting. I was aiming the car and controlling velocity into and out of the corners, the car picked the gear.

It was like having a co-pilot, sort of like those offshore racing boats where one person steers and the other controls the throttle. And, as a little reminder that I was the weak link in the chain, the car was faster when I let it think for itself. Porsche stats show that left in fully automatic mode, the Turbo S produces 16% less emissions. Humans are the last hurdle technology needs to attack.

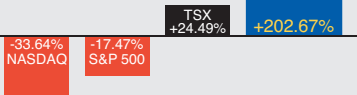
Driving home from Mosport, Gustav Holst’s “The Planets” came on the stereo. The swelling smooth sounds of the TSO brought me around to my habit of naming cars. This car had to be “Jupiter, the Bringer of Jollity”. The big smooth brass sections were very much like the car, smooth, big and swelling turbo power. It had been a jolly kind of day, a perfect ending to the track season.

But, Jupiter was not perfect, quick charging high flutes and quick beat of percussion made a better soundtrack for this car. “Mercury, the Winged Messenger” was this car’s name. Yes, “Mercury” was the perfect name for the Porsche “911 Turbo S” as in ‘Schnell’ because it really hauls the mail. 🌀

*John Mahler has been a photojournalist for the Toronto Star for 30 years and now writes the Tire Talk column and Tire Reviews for Wheels in the Star. He is also chief instructor for Apex Driving Training. John has owned 9 Porsches over the years; he is a former instructor with PCA, BMW CCC, Ferrari and Corvette, and has worked as a professional instructor in Canada, the USA and Europe. John has been chief instructor at over 1,500 events at 38 tracks and ‘too many parking lots to count’. For more articles by John Mahler, go to <http://johnmahler.webs.com>*

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# KUMHO TIRES





The Porsche 911 Turbo S,  
photographed at Mosport by Eshel Zweig





# 3 High



By John Mahler, UCR Member at Large;  
Photos by Eshel Zweig, UCR Photo Editor

# Performance Tires Review





This is a tale of three tires. One is sticky beyond belief on the track, one is the stickiest tire on the highway, and one is a nice tire that does everything well to a fault. One may be the perfect fit for your sports car; like Goldilocks, you'll have to decide which the perfect fit is. Most sports cars and coupes, sporty sedans and the like would enjoy riding on any four of these new shoes.

And nothing matters more to a car than its tires. The tires in question here are the Pirelli P-Zero Trofeo, the Bridgestone RE-11, and the Hankook Ventus EV012.

### Pirelli P-Zero Trofeo

The Trofeo is a street legal R-compound track tire. You can drive to and from your track event quite comfortably. It has a great ride (for an R-compound), it is relatively quiet (the quietest R compound I have tried) and it is not darty on pavement ruts.

On the track, instrumented numbers on a RaceLogic Data box don't lie. Lateral cornering grip on a Porsche 911 Turbo in the dry was 1.54 G. That is a stunning number. Anything over 1.0 G takes any average driver into a zone where courage and ability wane. Common sense starts questioning tire technology that can make your body feel so much lateral pull in a corner. The "what if..." factor starts the foot easing off the throttle?

Instrumented testing on a wet skid pad also produced amazing numbers; with shallow standing water lateral grip was .86 G. That is what a touring type all-season tire might achieve in the dry. With no standing water but the pavement damp, the Trofeo delivered .96 G. The wet numbers came when the tire was still new and had its rain grooves. Wet grip will fall off quickly as the tire wears down to a slick.

The Trofeos tread wear rating is so low, they may just last a few months or perhaps a summer. But, oh what a summer of fun it will be. A P225/40R18 retails for about \$350.00.

### Bridgestone Potenza RE-11

This Bridgestone transfers some of the many years of the company's F1 race experience to a street tire. The carcass mimics the F1 tire's construction. What the company has done is produce a new King of Traction for a street tire. The lateral grip numbers constantly hover at just over 1.0 G in the dry. At that grip level the tire's handling is so benign, so lacking in drama, it feels normal. Traction loss is so gradual it is easy to regain grip, with minimal effort. >





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The RE-11 is not only the champion of high grip; it wins the Ultra High Performance Tire category ride comfort title as well. This tire takes the sharp edges off the tops of bumps. The thumping of expansion joints is nicely smoothed out. And it is quiet. You won't mistake it for a Bridgestone Serenity ride but you will be amazed at how such a stiff sidewall can be so soft over cracked broken pavement.

And did I mention the wet? The RE-11 does not care. Rain grooves are huge and they work, making this a very predictable easy to drive tire in the wet. It definitely deserves a number one ranking as the best summer sports car tire out there. A P225/40R18 retails for about \$285.00.

### **Hankook Ventus V12 EVO K110**

To mix fairy tales, this is "the little tire that could." It is, in plain terms, just a great tire. This tire is good at everything, wet or dry, roads smooth or rough, it likes it all. It performs flawlessly in every test category and scores well above average compared to the competition.

Hankook is challenging consumer's preconceptions about non-main-brand tires. This Korean company has set its sights on high end cars like Mercedes, BMW and Porsche. The EVO12 is the result. It is a tire that is the perfect fit for the average driver of the average high-end car. The tire is never an absolute best

in any category but it is so consistent in top third results, that it just feels right driving it everywhere but on the track.

The EVO has tons of grip and is easy to drive and control. Most drivers will not want to push their cars hard enough to find out the tire's handling limits. And, if they did, they would find a tire that just fades away from grip with no sudden surprises. It is very drivable at the limit.

The limits are high - wet or dry. The steering feedback gives a good sense of what is happening at the contact patch. The tire has a central continuous rib, so it tracks straight when the roads get rutty. The EVO V12 is a super tire for those who value ride comfort above absolute grip.

When price is factored in, the Hankook becomes an even wiser buy. It outperforms most of its more expensive rivals and only yields to the elite of its class. And on average it costs about 30% less. A P225/40R18 retails for about \$190. 🏆

This article first appeared in the Toronto Star's Wheels section. John Mahler has been a photojournalist for the Toronto Star for 30 years and now writes the Tire Talk column and Tire Reviews for Wheels in the Star. He is also chief instructor for Apex Driving Training. John has owned 9 Porsches over the years; he is a former instructor with PCA, BMW CCC, Ferrari and Corvette, and has worked as a professional instructor in Canada, the USA and Europe. John has been chief instructor at over 1,500 events at 38 tracks and 'too many parking lots to count'. For more articles by John Mahler, go to <http://johnmahler.webs.com>



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**PORSCHE**



# MantisSport CaymanS

## World Challenge Season Recap



By Ernie Jakubowski, UCR Member at Large;  
Photos, courtesy of the author

**W**ell, to start with, MantisSport wasn't even contemplating racing in the World Challenge in 2010. The plan was to race several PCA races. Sebring, Mid-Ohio, Watkins Glen and Mosport. World Challenge phones up and asks if MantisSport would like to race in their new GTS class. Sure, why not - "give a drowning man an anchor." It's part way through the season, the Mosport May 24 weekend race is between the Mid-Ohio and Watkins Glen PCA races; 3 races in 3 weeks - not happening. We had not even tested with the spec Toyo R888 tires. MantisSport races at Sebring and Mid-Ohio but we miss the WC race at Mosport, however, we did observe that race. Checked out the competition. The next weekend, we race at the Watkins Glen PCA event. That week we test on the Toyos. Mat White, three-time FF champion, comes to test with us. With two data samples, we conclude we could be competitive in World Challenge. >

---







The first WC race for us is at Watkins Glen a few days later; we feel good about our chances. Order up another set of tires for the race. Well, they are 2007 tires - they don't feel good. Second practice, we change tires back to the test tires of 2010 manufacture; beat up from testing, they are still 1.5 seconds faster. So we race on the test tires and qualify 3rd and finish 3rd.

The second WC race is at home town track, Toronto Honda Indy. I have raced here twice before, so I feel we have an edge - a small one. Qualifying 3rd again, we need more horsepower, and handling is more critical here; under-braking cars is just not as stable as on Hoosiers. Cut the starting light well and going into turn 1, move into second place. Battle with the second Acura for second place, get hit and spun by the Acura, then regain second place and finish in second.

The third race is at Mid-Ohio and we get a break on weight; 2,900 lbs instead of 3,000 lbs with driver, except they only tell us at the track. The Ford Mustangs show up as FR500s, plus some more Acuras are there; we have our work cut out. Qualify again in third and, at least, we outpace the Mustangs, V8 power and all. In Saturday's race, I ran in second until I spun into a gravel trap. On Sunday, I cut the starting light and I am in first place before turn one. Cunningham gets by 13 laps later, after working on me the whole time; he slowly drives away. Full course caution, six laps from the end, the GT3 which caused the restart, is behind me. Coming onto the straight he passes me and cuts in front, clips my front wheel, which sends me spinning off. I regain control but I am now 13 positions behind. In

two or three laps, I drive the Cayman hard and pass back into third place, where we finish. Now that was fun, and I wasn't going let that race be a poor result.

For the fourth race, at VIR, we lightened up the car with doors 40lbs lighter, a Guard Transmission LSD unit installed (more stable under braking), and an IPD plenum with GT3 throttle body. JRP comes on board with a Sprint Booster, it's the latest version with 3 settings. Well, it perks up the throttle response so much, it feels like 15 horsepower in the MAX mode. I really like it.

### **The Weekend of Mistakes.**

We again qualify third, but we leave the hot pits without asking. Well, that gets us a penalty of starting at the back of the class, with no qualifying time. The Saturday race, we start 6th, and by turn one, I am beside Cunningham going into the turn; he started on pole. A Corvette and a Viper end up spinning in front us going into the turn, I let Cunningham go, while the Corvette almost hits Cunningham. Cunningham pulls away, and it starts raining. The second Acura has been on my heels, then falls off the pace (rain?), and I gain on the leading Acura. A few laps from the end Cunningham pulls into the pits (engine issue) and I win. But then do not: with the post race inspection, we are 1/2" too low ahead of the rear wheels, and the engine sump is sticking down 1/2" too low. Disqualified. We spend 3 hours getting the car to the correct ride height. When we raise the rear, the front chin splitter is too low and the rear wing is too high. We finally got it right. >



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➤ Saturday night, both Acuras have their engines changed, maybe we are finally pushing them? We qualify again in third, and now the crew is also taking care of two 944s in the National championship race in the morning. We lose track of time. We are late for pre-grid for the WC race, and there's a penalty for that; we'll be starting from the pits. Not happy about that. At the start, there's a big accident. I missed that, and I am 30 seconds behind the Acuras after one lap. I managed to bring the gap down to 7 seconds at the end, after driving through the Touring and the GTS field to finish 3rd.

Our fifth race of the WC season and the last: Miller Motor Sport Park. After a looong drive out, we get there one day early to acclimatize. The goal this weekend is to survive, gather enough points to finish 3rd in the GTS points, which we did. Now, since we will be switching to Pirelli slicks next year, we didn't buy new tires for this one race. Thought we would have things well in hand. Surprise! WC gives the Mustangs 80horsepower more,

and 300 lbs less weight, plus 2 Corvettes show up. This is a horse power track, damn. Anyways, we qualify seventh, fairly quick on old tires. IF we'd had new tires, we would have been right up there. The race - a standing start; I get smoking start. I think I could have cut even better as it happens; within 100 feet, I am in third place, with only two Mustangs ahead. Going into turn one, I out-brake one Mustang. All short lived, as Cunningham and I contact each other when we pass the start finish line. I end up with a cut rear tire. One long slow lap into the pits, changed the tire but then finished high enough to get 3rd in the championship points.

So, MantisSport finished third in the GTS points and won the Game Streamer Rookie Award. Thank You to Guard Transmission; The LSD, it just plain worked! 🌀

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# 2011 FUN RUNS



## David Forbes

UCR Fun Run Chair

David.Forbes@nbpccd.com

(705) 788-8828

The 2011 Fun Run Season is not all that far away. It's time to start planning the new driving season and for you, the membership, to start thinking about hosting a fun run in 2011. Simply pick a weekend from the calendar below, decide on the Saturday or Sunday, and start planning a route and a couple of stops along the way, for an enjoyable drive along with your fellow Porsche enthusiasts. It's easy, it's fun, and it's very rewarding. Please contact David Forbes, our Fun Run Chair, to help you get started. -ED 🌟

	Date in 2011	Fun Run Area	Hosted By	Contact Info	RSVD
1	April 30/May 1				
2	May 7/8				
3	May 14/15				
4	May 21/22				
5	May 28/29				
6	June 4/5				
7	June 11/12				
8	June 18/19				
9	June 25/26				
10	July 2/3				
11	July 9/10				
12	July 16/17				
13	July 23/24				
14	July 30/31				
15	August 6/7				
16	August 13/14				
17	August 20/21				
18	August 27/28				
19	September 3/4				
20	September 10/11				
21	September 17/18				
22	September 24/25				
23	October 1/2				
24	October 8/9				
25	October 15/16				
26	October 22/23				
27	October 29/30				

# Revive the Passion



## Porsche 911 Factory Restoration

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

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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 December 2010 issue of Provinz

**T**he straightening bench doesn't lie. Its judgment carries a great deal of weight. The original Porsche bench, a massive steel framework that was developed in the 1960s for aligning the body of the 911 (F model), still reveals every millimetre of deviation from the vehicle's original form. And what the specialists suspected when they initially inspected the vehicle was confirmed: The 1973 911 T had suffered accident damage to the front left side - probably a souvenir from its long gone motor sport days.

“Revive the Passion” brings a lot to light. The campaign that was jointly organized by Porsche Club of America (PCA), Porsche Club Coordination and Porsche Classic is progressing at top speed. At the Porsche Classic workshop near Stuttgart, restoration work has begun on the 911 T, which will be raffled off among PCA members and presented to the lucky winner at the Porsche Parade in Savannah, Georgia in August 2011. Those involved found the right vehicle over the Internet - in Los Angeles. Abandoned, somewhat neglected, but still fundamentally in good shape.



Porsche Classic used trusted transport partners to organise the 911's journey to its former home. The 911 traveled by truck to New York, via St. Charles, Illinois, where the classic vehicle was presented to PCA members at the 2010 Porsche Parade. From New York it was shipped to Rotterdam - in a standard single 20-foot container. The coveted collector's item finally reached Stuttgart in a closed truck. In Stuttgart, it will be professionally and thoroughly restored to its original condition. Strictly speaking, it will be better than it ever was.



But, it will be a long, hard road to get there, and one that the experienced specialists will need meticulous attention to detail, skill and original tools only available at Porsche to negotiate. In order to get to the bodysheet, they first used an angle grinder and a pneumatic saw to remove all the parts that didn't belong on an original narrow-bodied 911 T. They had to remove the front wings, the rear side panels, the engine cover with its homemade spoiler, the oversized front spoiler and the luggage compartment lid which originated from a later 911 model. The American





Classic Workshop worked on the 911 production line in the 1970's and know the vehicle type inside and out.



Racing rims with oversize tires were also axed by the strict Porsche specialists. After removing the axles, chassiss, engine/transmission, wire harness and everything that was still in its place from the interior, the first part of the dismantling process was finished. A clear view of the bodyshell was the first cause of laughter: In Los Angeles, birds had obviously made themselves at home in the underbody guard of the 911.

The kink in the front end, only visible to experts and a sure sign of a crash, resulted in the following measurements on the straightening bench: ten millimetres too high at the front left, double wishbone deformed by nine millimetres at the rear and twelve millimetres at the front. To achieve the highest possible accuracy when returning the body to its original shape, the mechanic didn't rely on the straightening bench alone. A rigid original frame gauge, which allows for no movement of the body, was used for the windscreen. Then, a chain was used to hydraulically place the body under tension. The rest requires the delicate craftsmanship of an experienced mechanic. Some of the mechanics in the

Only when the above operations were completed could the rust-ridden floorpan be cut out. After all, according to Jochen Bader, manager of the Porsche Classic workshop, a vehicle body can only be correctly aligned if it still has all its intrinsic strength. As a final step in preparation for the paint removal bath, all of the body cavities had to be opened. This operation is crucial to the long-term future durability of this gem-to-be. Because this is the only way to ensure that the paint remover reaches every nook and cranny. And it's the only way that the neutralising bath used to rinse off the caustic solution can clean every millimetre. Preparation is now complete. The bodyshell of the 911 T has shed all its ballast and is ready to take a bath. The specialists continue with their work. They will now turn their attention to the transmission.

To be continued in the February issue of Provinz. ☼

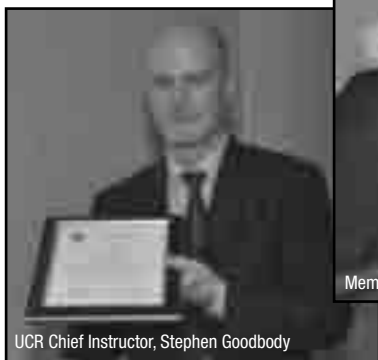


# The UCR Awards Banquet



November 20, 2010  
Mark and Angie Herring  
honoured...

By John Adam, UCR Awards Banquet Chair;  
Photos by Jansin Ozkur



UCR Chief Instructor, Stephen Goodbody



Membership Chairs, Angie and Mark Herring



Provinz Editor, Kye Wankum

The Porsche Club Awards Banquet is the annual event which gives recognition to our long-term members, thanks our generous sponsors for their ongoing support, and acknowledges the "Enthusiast of the Year". It gives us all an opportunity to say thanks for a job well done to our past executives and to welcome in the newly elected board members; to meet socially with your club colleagues; and to reminisce about the past season. This year, the banquet also honoured **Mark and Angie Herring** for 25 years of service to the club. As well, we recognized **Stephen Goodbody** as Enthusiast of the Decade and **Kye Wankum** as Enthusiast of the Year.

Awarded citations for their outstanding performance in our driver education program were **Abe Reinhartz**, Instructor of the Year; **Francois Faust**, Rookie of the Year; and **Andreas Trauttmansdorff**, Most Improved Driver.

Also present to receive their long term membership award certificates were **Tom Brown**, **Stanley Carmichael**, **Michael Dunn**, **Louisa Gembora**, **Stephen Goodbody**, **Paul Januszewski**, **Mario Marrello**, **Marc Plouffe**, **Martin Tekela** and **Laurel Ward**.

**Paul Januszewski**, a 25-year member, thanked the club on behalf of all the long term members.

Our venue, the Toronto Lawn Tennis Club, near Rosedale, allowed us to bring the Porsche and park indoors. It's a venue that knows how to please those with discriminating tastes. Member **Jansin Ozkur** of wine maker **Konzelmann Estate Winery** was part of our banquet team and provided four wine selections to complement the menu: Konzelmann Fresco Secco 2008 for the reception, Konzelmann Canada White Riesling 2007 and Konzelmann Canada Red Zweigelt 2007 with dinner, and Konzelmann Special Select Late Harvest 2006 with dessert.

**Joe Lawrence**, Porsche Cars Canada's Chief Executive Officer, was our guest speaker. Joe brought us all the latest news from Stuttgart. He was accompanied by **Thomas Illner** and **Laurance Yap** of Porsche Cars Canada and their spouses. **Patti Lawrence** was encouraged to participate in the Introductory Driver Education program in April. We would be happy to have her join us. ☘







# TRACK TALK

January is an amazing time of year. We've all made it through the holiday season with our wallets more or less intact, and some of our relatives are still speaking to us. This is the time of year to make plans for the upcoming season, make some changes to your favorite car and spend time with those who deserve your attention. We have a great new Board of Directors, a great new budget and the same experienced Track Team. I trust that everyone has already checked the 2011 Driver Education Schedule and marked their calendars with many fun weekends at the track. Please keep in mind that the Introductory Driving Schools, April 16th and 30th will fill up fast, as those members who experienced our programs through our 'Track Sampler' last year, scramble to guarantee their participation in this year's program. The IDS is a safety prerequisite to the DE program, so if you want to play, you have to take an Introductory Driving School and space is limited.

The 2011 season includes some new teaching aids for Stephen Goodbody, our Chief Instructor, in the form of high resolution pictures of Mosport. These were taken from the air before the American Le Mans race weekend last summer and will help students get a better grasp of the cornering forces at work. We also plan to, once again, offer the Track Sampler program to anyone who is interested in finding out what we offer in the DE program. The Track Sampler allows its participants to go through all the motions of a regular track Saturday, including a thrilling session

in a Nationally Certified Instructor's car. This popular program will help you decide if Driver Education is something you would like to be a part of. We would love to have you come out and join us.

There will be an Instructor Day on the Friday before the June Track Walk Event this year. Some of the more accomplished Black run group drivers will be invited to go through the National Certification Program, to see if they have what it takes to be a UCR Instructor. Not all will be accepted, but they will all benefit from the program and have a clear understanding of what to work on in the future. It's also a lot of fun, as senior Instructors get to spend a day role-playing as students. We all benefit from this event, as we build on the most respected program that PCA has to offer. Safety, consistency and quality are just some of the results of our highly structured program.

Sometimes a student in our Driver Education Program will form a friendship or find a comfortable learning environment with a particular Instructor. Then they will request that same Instructor over and over. While we try to make everyone happy, that's not always in the best interest of the student. A huge benefit of having a different Instructor for each event is that you will be taught the same techniques just a little bit differently each time. If there were one perfect driver we would all learn from them and eventually we would each be perfect. That's not the case, as everyone has a different skill set and everyone develops their own style of driving and comfort level.

Most of us attended some sort of music class when we were in grade school. We were all taught to do the same thing in unison. Yet it was the rare, diversely talented people, who went on to become the superstars of the music world. I don't recall anyone in our music class that sounded remotely like Bruce Springsteen or Christina Aguilera. It's that they stand out from the rest of us that makes them special. Sure, they started out with the same foundation we all learned, but it was their interpretation of what they learned that makes them unique and builds their fan base.

Great drivers are a lot like that. Each of us is taught to brake, shift and enter and exit corners as a basic format of Driver Education. We adopt the lessons that we feel comfortable with and we adapt the ones that we don't.



**Dave Osborne**  
Track Chair

If you don't feel safe, you won't press on the throttle. Your brain and its desire for self preservation won't let you. So the goal is to have as many Instructors as possible to teach you as many different things as possible. From those lessons you will create your own unique driving style in a culmination of all that you were taught. From those diverse lessons you will achieve greatness... or not. We can't turn everyone into a World Champion, but we can guarantee that you will be a better, more aware, safer driver. Remember the fun and excitement of your first solo drive when you were a teen? You can experience that thrill all over again, without the bad complexion, in the UCR Driver Education Program.

There is still more good news as we plan on offering a summer IDS again this year at Shannonville. For those who don't make it in the spring, or acquire a Porsche later in the season, we offer our August combination event. You can attend the IDS on Saturday and move right to the Green run group and track on Sunday. This is an inclusive event, so there is no extra charge and you can sign up for the remainder of the DE season. We're all about more opportunities for more Porsche fun. In case you're on the

fence about this one, we'll throw in a catered Saturday dinner and we're giving away a full set of tires at this event.

Please remember that we are limited by our expenses and our budget, so if you want cool give-a-ways, you have to sign up early. We've extended the vehicle inspection period to allow you to have your car pass inspection before the two week cancellation period closes. This is just one more way for us to make it easier for you to come out and enjoy Driver Education with UCR.

See you trackside soon,  
Dave ☼

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

[kbergmanis@bplawyers.ca](mailto:kbergmanis@bplawyers.ca)

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# Driver's Dream

S H A R E   T H E   J O U R N E Y

## Making the list... and not being on it!

It's the beginning of the year and most of us make lists, resolutions, a resolve to... Well, there are two sides to this discussion, with one being the creation of a list, and the other being on a list. First I'll navigate the territory of creating a list. What can lists tell us about the personality of the list maker? That discussion is definitely a departure and will be another month's discussion. So, today, I will move right along to the stages leading up to the completion of a list.

First, there is the gentle thrill of anticipation, as I contemplate the pristine paper in front of me. I may not yet have a subject for my list, but just the thought of one gives me a sense of purpose. Secondly, there is the light-headed buzz that gradually develops into bliss, euphoria and an all-consuming calm. Third comes the extraordinary sense of satisfaction from having created a rigid timetable of impossible tasks that has taken a disproportionate amount of time and thought.

It doesn't matter that I will never look at it again. Psychologists are of the opinion that obsessive compulsive list makers (I guess that includes me) are trying to create an illusion of control in otherwise chaotic lives.

I see nothing wrong with that. In the words of the American abstract artist, Charles Green Shaw: "Real happiness consists not in what we actually accomplish, but in what we think we accomplish." Like sitting behind the wheel of a 2010 GT2...

Then there is the issue of control when creating a list, and how different cultures treat creating lists. According to the research done by Dr. Maccoby, a Washington-based psychoanalyst, "The Chinese try to understand the whole and how the parts serve

the purpose of the whole project. Once they have that concept, then they look at each part in turn. Europeans immediately break everything down and stack up lists. Then they try to resolve each one separately in an ideal way and hope that they all fit together in the future. It's really not as useful", says Dr. Maccoby.



And there is the New Years list, commonly known as the New Year's Resolutions... It is a commitment that an individual makes to a project or to the reforming of a habit, often a lifestyle change that is generally interpreted as advantageous. The name obviously comes from the fact that these commitments normally go into effect on New Year's Day. Some examples include resolutions to donate to the poor more often, to become more assertive, or to become more environmentally responsible. We, at one time or another, have all been familiar with this exercise.

There are religious parallels to this secular tradition. People may act similarly during the Christian fasting period of Lent, though the motive behind this holiday is more of sacrifice than of responsibility. During Judaism's New Year, Rosh Hashanah, through the High Holidays and culminating in Yom Kippur (the Day of Atonement), one is to reflect upon one's wrongdoings over the year and both seek and offer forgiveness. The concept, regardless of creed, is to reflect upon self-improvement annually.

The 2010 Porsche 911 GT2 RS; photograph, courtesy of Porsche AG press archives

Regardless of the list or if it's a New Year's resolution, results have been measured - yes they have - and the results are that recent research shows that while 52% of participants in a resolution study were confident of success with their goals, only 12% actually achieved their goals. Men achieved their goal 22% more often when they engaged in goal setting, (a system where small measurable goals are being set, such as, a pound a week, instead of saying "lose weight"), while women succeeded 10% more when they made their goals public and got support from their friends. Or as one anonymous comment reads "A New Year's resolution is something that goes in one year and out the other".

Then there is the other side of the road... no, not the oncoming traffic, but being on the list!

I came across research done by Quality Planning, an auto research analytics firm, which examined a years worth of traffic citation data to rank cars that are most and least to be cited for traffic violations per 100,000 miles driven. One particular model gets more than 4 times the average number of citations: another gets less than one-fourth. And there were genders and ages that really surprised me.

The reason that the research was done, was to create a list of vehicles, the manner they are driven in, and the resulting violations and accidents, which, in turn, affects the drivers'

insurance rates. Quality Planning's research links the appeal of certain vehicles to drivers who tend to take more risks on the road. And now the drum roll please... the top vehicle prone for citations is the Mercedes Benz SL class convertible, the average age of the cited driver is 53 and, here is the other interesting tidbit, 41% were male, which means... yes, 59% were female. Must be the high heels... The interesting part of the research is that Porsches do not rank in the top 10 of cited vehicles in this study. Hurray! Must be all that track time, DE days and resulting restraint!

So there you have it for the start of a new year, creating a list and, the best part... not making it onto certain lists... and having fun!

Well, time to put the brakes on for this month, as always, if you have ideas, comments, questions, lifestyle topics - or recipes! - to share, please email me at [DriversDreamwithRaffaele@yahoo.com](mailto:DriversDreamwithRaffaele@yahoo.com).

Ciao ☼





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**Roller Wanted - 911 '77-'89;** Roller or chassis wanted. Must be registered in Canada. No salvage vehicles, please. Condition of vehicle not important but chassis must be good. Contact: johan@candlelight.ca or 866-924-053; Gravenhurst.\*

**1972 911T with S engine & parts;** Asking \$17,995 (Reduced!) CDN. October 2009 Appraisal is \$23,000. 1972 Targa with 1975 2.7S Engine. Painted in 02 and garage stored (looks like new!) Complete Targa Top rebuild, Dunlop FM901s like new, upgraded leather 930S wheel, fully rebuilt 82 Sports Seats, crested mats, all seals replaced, spring plate bushings replaced, AM/FM Blaupunkt with CD & remote, updated H3 lamps & Bosch fogs, new rear lenses, rebuilt alternator, rebuilt starter, recent Carerra tensioner upgrade and more. Price: \$17,995.00. Contact: peter@moyer.com\*

**2001 Carerra 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 car-proof; 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: mmcmurray@vandermeer.toyota.ca or 905-376-2751\*

**1967 912;** This little 912 had some work done along the way to make it an eighties-style Carrera. The car has solid under carriage and floors. Car needs paint. I have now had a very experienced club member look at the car. The engine is actually a 2.7 from a 1975 911S. The transmission is a 901 and the rest of the car is quite solid. First \$5,000.00 takes it; plus I have the new clutch cable. Price: \$5,900.00. Contact: rwchristopher@hotmail.com or 905-441-0634.\*

**2010 Cayenne S Transsyberia;** 17,900km. Black on black with Charcoal Alcantara leather; light comfort package; front & rear park assist; BOSE surround sound; Bluetooth handsfree; Navigation/GPS; Universal Audio interface; power everything (incl. roof); BiXenon headlights; 20" Cayenne sport wheels (summer and winter tires incl.); roof rail system; 3M stone guard. Bought for \$115,800.00. Asking \$79,000.00. Perfect shape. No track days. No accident. Awesome vehicle but unexpected 4th child necessitates a 6-seater vehicle. My loss is your gain. Contact: ryansuzanne@me.com.\*

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Attn: Kye Wankum, Editor  
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2x Yokohama A048 225/45/17; 2x Yokohama A048 255/40/17;  
Genuine Porsche rims will fit Boxster and 996. Tires will be good for  
quite a few track days. Asking \$1,000 for all 6. Contact: Raymond Chan,  
Scarborough, at mimi\_fun\_city@hotmail.com.\*

**993 GT2 Wing - DE/Race MASHaw;** MA Shaw wing painted  
guards red. GT2 wing is the most extreme one out there. Included is  
a turbo screen also painted guards red. Amazingly, as there's no hy-  
draulics or electronics, this weighs less than the original decklid spoiler  
on the 993. I have RS front splitters also that I will throw in for \$200  
extra, also painted Guards red. Price: \$950, Contact: Jonathan Hahn at  
jonhahn99@yahoo.com.\*

**Tire Cradles;** I have one set of 4 "Tire Cradles" for sale. These have  
been used no more than a few weeks. I paid \$329US + Shipping to  
Canada for them. The condition is perfect. Accepts Vehicle Weights Up  
to 10,000 lbs. Accepts Tread Widths From 4 to 14 Inches. Proven by  
Independent Tests to Prevent Flat Spots. Price: \$290.00 or Best Offer.  
Contact: Albert Lee at sellwithal@gmail.com.\*

\* These ads were copied from the UCR website. For many more  
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# PERIPHERAL VISION



**John Adam**  
UCR Historian

Sometimes Porsche Club events come in clusters or bunches, like grapes. It makes advance planning mandatory. Here is an example.

The PCA Club Race, hosted by UCR, is being held at Mosport July 29th to 31st. The Porsche Parade is in Savannah, GA, July 31-August 6. How do you manage to do both? Driving to Savannah is out. An early flight on Monday, August 1, is possible. We could arrive in time for the Concours d'Elegance and then register for Parade activities afterwards.

Cheapest round trip airfare from YYZ is \$557. From Buffalo it is US\$290. Ok, so here is the program. Finish race weekend duties at Mosport by 5:00 pm on Sunday. Come home; shower; change luggage; depart for an airport hotel in Buffalo. Park the car, stay overnight and get a van ride to BUF to catch the 6:30 am flight to SAV. It arrives at 10:30. It is 12 miles from SAV to the Westin Savannah Harbor Golf Resort & Spa. Either taxi or car rental can work for the transfer. Taxi would be faster. Gosh, this Porsche life is just a whirl!

The new executive has completed its first round of plans for the 2011 season. It's a new group with fresh ideas and we look forward to a great year. Dates are in place for driver education, the club race and a variety of major events. Event chairs are now able to begin their detailed planning. One of the things that we do at this point is to book our favourite Mosport area B&B for the entire DE and club race season. Task completed.

In January, 1991, Clive Van Wert first reported suffering from The Twitch. It is a debilitating seasonal condition. Clive reported that you sit around the house reading Pano or Provinz. You play videos of driver education events. And then your eye starts to twitch. You walk through the house with a blank stare. The twitch starts again. The diagnosis is Track Withdrawal. But there is a cure coming up.

The Detroit Auto Show (January 15-23), the Rolex 24-hour race at Daytona (January 29-30), the new PCA Tech Tactics (Feb 27-28) are upcoming events that will help with The Twitch. The return of Wind Tunnel with Dave Despain to Speed TV on Sunday, February 20, provides more help. Planning for Parade registration can be another useful winter activity.

Endure the cold or take a break. It's your choice. ☼

# BOARD MEETING

## Minutes for November 28, 2010 - Submitted by John Van Atter, UCR Secretary

**Held at:** The Adam's residence

**Attending:** John Adam, Mike Bryan, Del Bruce, Graham Jardine, Mario Marrello, Patrick Michaud, Otto Mittelstaedt, Walter Murray, Martin Tekela, Graham Jardine, Tim Sanderson, Horst Petermann, and John Van Atter

**Regrets:** Matthew Au, David Forbes, Tomiko Murk, and Kye Wankum

**Meeting Open: 1:15 PM**

### John Van Atter

#### Review and approval of November minutes:

Moved by Martin Tekela seconded by John Adam and carried unanimously.

### Mario Marrello

#### Introduction

- Each director introduced themselves with a short bio and aims for 2011
- Kye cannot be present due to a death in his immediate family
- John Adam was asked to look after flowers on behalf of the club

### Graham Jardine

#### Treasurer's report

- Went over income statement and event recap
- Reviewed statement formats
- Recommended resolution to update signing officers to reflect new slate of officers.
- Resolved that, effective December 1, 2010, any two of Mario Marrello, Del Bruce, Tomiko Murk, and Matthew Au are authorized to sign on behalf of Porsche Club of America, Upper Canada Region, Inc., (the Corporation) for all business pursuant to the banking resolution in effect between the Corporation and Bank of Montreal (the Bank) and on all accounts conducted by the Corporation with the Bank. Seconded by Horst Petermann, passed unanimously.
- Walter Murray thanked Graham for such a comprehensive and detailed report.

### Provinz

- Kye is prepared to stay on as editor of the Provinz for another two years with the following:
- Kye would like Phil Downe to look after the financial part of Provinz and, along with Kye, represent Provinz at board meetings.
- Kye would like a raise in the discretionary amount of money that can be spent on a monthly basis.
- A discussion took place
- It was agreed that these are rational requests and that there should be a business plan for at least one year, preferably two years.
- Phil Downe is to present the 1-2 year business plan for the Provinz at the next possible board meeting.

### Zone One Report:

#### Concept of a Moving Event

- Moving refers to many things such as putting a car on a hoist in a tech session.

- An observer's report must accompany each and every event to satisfy insurance requirements, it must be someone other than the organizer.
- An incident report must also be filed at the end of each event stating any incident or the fact that there was no incident.

### Elections

- Elections must be governed by the regional by-laws to ensure they are handled properly and consistently.

### Other Business

- Walter Murray moved "That the bylaws be reviewed by Walter Murray, Horst Petermann, and Tim Sanderson, for any potential refinements for recommendation to the board." Seconded by Patrick Michaud passed with one opposed.
- Otto Mittelstaedt has been asked to submit expenses for the website for 2010.
- Jim Kenzie has produced his annual calendar with a special twist! 100 have a Boxster on the cover instead of Jim and a Mustang Cobra. Fifty percent of net proceeds go to support SMARTRISK, a non-profit organization dedicated to helping young people handle the risks inherent in growing up. Porsche has purchased 20 and the remaining 80 are available.

Event	Board Contact	Chair
Autocross	Marrello	Marrello
Argo Game	TBD	TBD
Awards Banquet	Michaud	
By-law Review	Murray, Petermann, Sanderson	N/A
Club Race	Petermann	Edmonds
Concours d'Elegance	Wankum	TBD
Driver Education	Bruce	Osborne
External Communications	Bryan	N/A
Fun Runs	Forbes	Various
Golf	TBD	TBD
Goodie Store Oversight	Michaud	Hunt
Insurance	Murray	Bain
Membership	Bryan	Herring, Jensen
Monthly Social	Marrello	N/A
Multi Event Weekend	TBD	TBD
Nominating Committee	Tekela	Tekala
Porscheplatz @ ALMS	Van Atter	TBD
Rally	Forbes	White
Succession Planning	TBD	TBD
Targa Manitoulin	Forbes	Brown
Tech Events	Sanderson	TBD

**Next meeting will be held on January 4th 2011, location to be announced.**

**Meeting adjourned at 5:00 p.m. ☼**



# 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](mailto: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](mailto: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)

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**Mike Bryan**

**David Forbes**

**Patrick Michaud**

**Walter Murray**

**Horst Petermann**

**Tim Sanderson**

## EVENT CHAIRS

*Driver Ed Chair*  
**Dave Osborne**

*Chief Instructor*  
**Stephen Goodbody**

*Appraisals*  
**Bruce Farrow**

*Autocross*  
**Mario Marrello**

*Awards Banquet*  
**John Q. Adam**

*Club Racing*  
**Mike Edmonds**

*Concours*  
*Co-Chairs:*  
**Marc Plouffe**

**Richard Shepard**

*Fun Runs*  
**David Forbes**

*Goodie Store*  
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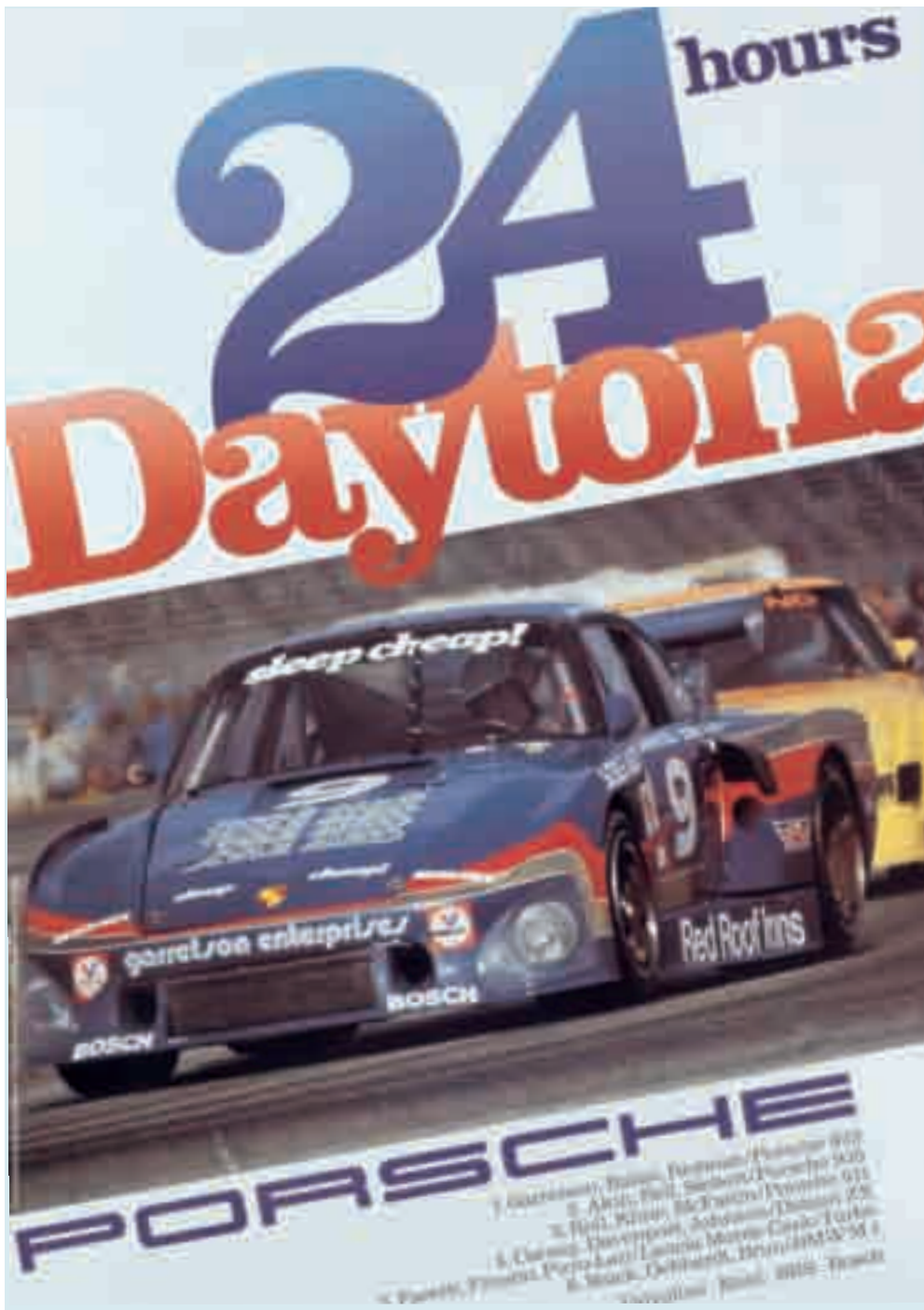
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