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



March 2011

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## News

|  |    |
|--|----|
| Don't Miss These UCR Socials - Mario Marello | 10 |
| Zone 1 Dates & Notes - Jennifer Webb         | 14 |
| UCR Fun Run Event News                       | 14 |
| Braidan Tire Mosport Day                     | 14 |
| Featured Advertiser - Jeff White             | 14 |
| Know Your Porsche - The Basics               | 15 |
| Jacques Duval To Be Inducted                 | 15 |
| UCR Spring Tour - Jeff White and Mary Byczok | 18 |
| Provinz Photo Caption Contest                | 19 |

## Departments

|  |    |
|--|----|
| President's Message - Mario Marrello                         | 4  |
| UCR Calendar of Events                                       | 5  |
| New Members - Angie & Mark Herring                           | 7  |
| Membership Anniversaries - Angie & Mark Herring              | 7  |
| Editor's Ramblings - Kye Wankum                              | 8  |
| The Way We Were - UCR Historical - John Adam                 | 9  |
| Letters to the Editor  | 11 |
| UCR Fun Runs - David Forbes                                  | 47 |
| The Mart   | 56 |
| Board Meeting Minutes from February 1, 2011 - John Van Atter | 59 |
| Who's Who In Upper Canada                                    | 61 |
| Advertiser Index   | 62 |

## Features

|   |    |
|---|----|
| UCR Tech Session - The Dreaded CEL - Pedro P. Bonilla | 12 |
| Revive The Passion - Porsche AG                       | 16 |
| Speedster Launch - Eshel Zweig                        | 20 |
| Porsche 911 GT2 RS - John Mahler                      | 30 |
| Who Is George O'Neil? - George O'Neil                 | 48 |
| Wrap It! - Brian Spiteri                              | 49 |
| 24 Hours Of Dubai? - Adam White                       | 50 |
| Confessions Of An Automotive Neurotic - Abe Reinhartz | 53 |
| From Pralines To Porsches - Cole Scrogham             | 54 |

## Columns

|                               |    |
|-------------------------------|----|
| Track Talk - Dave Osborne     | 52 |
| Peripheral Vision - John Adam | 58 |

## Track & Technical

|                       |    |
|-----------------------|----|
| Regional Tech Centres | 57 |
|-----------------------|----|



The launch of the 911 Speedster, photographed by Eshel Zweig.

# PRESIDENT'S MESSAGE



**Mario Marrello**  
UCR President

One of the more challenging tasks I thought I would have as President, was to find compelling topics to write about each month. Fortunately, it's been relatively easy so far and now that our events calendar is filling up, I have more things to tell you about. In any case, I hope this column is interesting to you and if not, please let me know what I can do to improve it. I appreciate any feedback I get. I'm also more than happy to take up ideas for things to write about.

I've enjoyed meeting new people at the Socials these past two months. At our February meeting, we had the opportunity to hear many of our board members introducing what they are working on. We also had the privilege of having Marc Hodgkinson introduce us to an insurance concept that will cover our drivers at UCR track events. There is more to come on that topic.

Our next social is going to be at the Musket in Eto-bicoke. Laurance Yap from Porsche Cars Canada will be our guest speaker. In April, we will be back to the Mimico Cruising club and Hugh Smith from the Toronto Police Service will be presenting.

We are working hard to get speakers for the socials this year. If you have a suggestion, or if you have an interesting topic to speak about, please contact me and we can work something out.

We are also searching for locations for our socials. I would like to hear from you if you have a preference to settle into a single location or maintain the current approach of moving around the GTA at different venues.

Since I have editorial privileges as President, I get to give the autocross events special mention. If you haven't had the opportunity to try an autocross event, you don't know what you're missing. Everyone who has tried the autocross events in past years has told me that it was much more fun than they expected and that they really learned a lot about their own driving skills and their cars. We run a very informal event; this means

non-Porsches are welcome and, although helmets are highly recommended, they are not mandatory, unless you have a roll cage in your car. In short, if your car is roadworthy, it can handle an autocross event. The first autocross event is on April 17. Always check the online event calendar or the calendar in this edition of the newsletter to get final dates.

What other events are we working on? Mike Bryan and Paul Ip are well on their way in planning this year's open house event scheduled for May 1st. There is more to come on this event.

If you haven't registered for the IDS days at Mosport, they are almost fully subscribed. The April 16th IDS event has a few open spots, and Del tells me that the cold weather and likelihood of snow makes this an even better event.

Sajjad Butt has organized a number of rally events. These have been very successful in past years and Sajjad is improving them. Sajjad is a skilled rally racer and really knows his stuff.

David Forbes is leading the fun run schedule again this year. If you haven't been on a fun run, it's a very relaxed drive on interesting roads with a bunch of like-minded drivers. Nothing is more impressive than to watch a train of new and classic Porsches driving by.

Horst Petermann and Mike Edmonds have started planning the club race scheduled for the weekend starting July 29. This is always a great event for race fans, club racers and Porschephiles alike.

Until next month, stay safe and drive carefully!

Thank you,  
Mario Marrello  
m.marrello@computer.org  
647-700-0093 🏁



# 2011 Calendar of Events

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

## JANUARY

11 Tues UCR Social Meeting at Boom Restaurant, Toronto

## FEBRUARY

8 Tues UCR Social Meeting at Mandarin Restaurant, Rexdale  
26-27 Sat-Sun PCA Tech Tactics in Easton, PA

## MARCH

4 Fri UCR Ski Day at Osler Bluff Ski Club  
8 Tues UCR Social Meeting at The Musket Restaurant, Etobicoke

## APRIL

12 Tues UCR Social Meeting at Mimico Cruising Club  
16 Sat UCR Skid Pad School at Mosport  
17 Sun Autocross - Details TBD  
30 Sat UCR Skid Pad School at Mosport

## 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](http://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  
29 Sun Autocross - Details TBD

## 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](http://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

## 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, Savannah, Georgia

## AUGUST

9 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org))  
27-28 Sat-Sun UCR Driver Ed at Shannonville

## SEPTEMBER

10 Sat UCR Rally #2 - Details TBD  
11 Sun UCR Autocross - Details TBD  
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

## OCTOBER

1 Sat Muskoka Fall Fun Run  
9 Sun Autocross - Details TBD  
11 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org))  
15-16 Sat-Sun Driver Ed at Mosport  
22 Sat UCR Rally #3 - Details TBD  
- - Multi Event Weekend - Details TBD

## NOVEMBER

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

## DECEMBER

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



# EVENTS



## Social Events

Submitted by Mario Marrello

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:

**March 8, 2011**

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

40 Advance Road in Etobicoke

**April 12, 2011**

**Mimico Cruising Club**

200 Humber Bay Park Road West, Toronto

**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           |
|------------------------------|-------------|------------|---------------------|
| Chris & Julie Bourdos        | Brampton    | 06-Cayman  | Postcard            |
| Colin & Jen Cassie           | Guelph      | 01-911     | Furtmair Automotive |
| Alecia Charny                | Toronto     | 99-Boxster | Pierre Kitts        |
| Anibal & Cindy Claudino      | Mississauga | 07-911C4   | Adam / Petermann    |
| Larry Cox                    | Orangeville | 04-911     | Web                 |
| Matt DiStefano               | Collingwood | 98-Boxster | Web                 |
| Michael & Lesa Harvey        | Goodwood    | 03-911C4   | Karl Frey           |
| Gregory Ho Yuen & Sonia Yung | Toronto     | 07-911     | David Coultice      |
| Thomas & Sonia Illner        | Oakville    | 11-911     | Porsche Canada      |
| Joe & Patricia Lawrence      | Toronto     | 10-911C4S  | Porsche Canada      |
| Mike & Melanie Nusca         | Thornhill   | 04-Cayenne | E.U. Autowerks      |
| Jim & Stephen Plewes         | Mississauga | 05-911     | Jeff Patterson      |
| Dave Read                    | Mississauga | 87-930     | Web                 |
| Sylvain Rollin               | Oakville    | 05-911CS   | Warren Snyder       |
| Joe Wong & Ramon Cespedes    | Markham     | 00-Boxster | Ronnie Chan         |
| Andrew Wypich & Aidan Scott  | Toronto     | 00-Boxster | John Wypich         |
| Laurence Yap                 | Toronto     | 11-911     | Porsche Canada      |

# CONGRATS! ANNIVERSARIES

**45**

**YEARS**

Gerd Schwarzkopf

**15**

**YEARS**

William McMaster  
Clive & Michael Young

**5**

**YEARS**

Philippe Ayoub  
Barbara Clausi  
Paul Gotter  
Mike Hodgson  
Brenda Lubinski  
William Price  
Stuart Sherman  
Serena Yip



**25**

**YEARS**

Crawford Reid

**10**

**YEARS**

David Coultice  
Russell Hollins  
Craig & Theresa  
Walmsley

**20**

**YEARS**

Robert Munro  
David Pearson  
John Sample  
Karl Thomson &  
Mary Radosevich

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# EDITOR'S RAMBLINGS



**Kye Wankum**  
Editor

**T**ime to get excited - Spring is just around the corner! This month we feature Porsche Speedsters - new and old, and front to back. To celebrate the occasion of the recent 911 Speedster launch, this month's back cover poster page gives us a glimpse of 1955, courtesy of the Porsche press archives, and presented to you by Aurora Financial. And a beautiful spring picture it is too!

Speaking of spring, the fair season's events will start rushing at us at Autobahn speeds in not too many weeks. After our two DE Skid Pad School days in April, we have the traditional Shift Into Spring, now aptly renamed the UCR Open House, coming up on the first of May. Later that month, the annual UCR Spring Tour makes a return - please see the details on page 18. Also in May, we have our first UCR Driver Ed event, two UCR Fun Runs, an UCR Autocross event, and the Zone 1 Club race at Watkins Glen. And so another fun and action packed UCR season gets under way.

Time to start planning ahead to make the best of it. Time, not only to think about participating but also about volunteering at some of the events. It's easy, it's fun, and you'll be sure to make some great new friends in the process. Time to start planning that UCR Fun Run you thought about hosting when you drove that beautiful road in the countryside last year, as well. You'll find all of the required contact information of the directors and event chairs responsible for our many diverse events in these pages. Don't be shy, pick up the phone and start participating!

And, while you're out there taking advantage of the many great events UCR organizes, take some photos, write a

few lines, and send it all to me for publication. This is your newsletter; make it what you want it to be!

As I am writing this, I have just received word that there will be a Pagid Brake Pads Tech Seminar held on the premises of SportsCarBoutique in April - please see more details on page 52, as I am going to ask our printer, Harmony Printing, to squeeze in that announcement at the last minute. As with all of our events, you will also find the details on the UCR website.

Speaking of Tech, I am pleased to introduce you to George O'Neill, who has volunteered to fill the role of UCR Tech Editor; please see the article on page 48. And staying with the tech subject, the ever-popular Know-Your-Porsche seminars make a return to Centennial College - please see the ad on page 15 and don't delay booking your spot to avoid disappointment.

Last, but certainly not least, I want to draw your attention to the Provinz Photo Caption Contest on page 19. Participate, have fun with it, enter as often as you like, and get a chance to win a pair of beautiful Stand21 Porsche Motorsport racing gloves, courtesy of SportsCarBoutique.

Personally, I'm going to cheat Old Man Winter and head down to Sebring for the 12-Hour during March Break, as I do most years. Until next month: enjoy the anticipation of the great new UCR season to come! ☘

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# THE WAY WE WERE...

## 30 Years Ago

Membership was about 100 and the Region was talking about incorporation at a cost of \$500.00. Participation was considered poor at 25% of the membership. Provinz reported on Dr. Ernst Fuhmann's retirement, the appointment of Peter Schutz, and the passing of Peter Gregg. Bruce Farrow was both buying and selling parts.

## 25 Years Ago

Colin Black took on Provinz advertising responsibilities and helped with layout – the same Colin Black who recently won the 911GTS and will take delivery in Stuttgart in a few weeks. DE chair Bruce Farrow had arranged three single days at Shannonville.

## 20 Years Ago

Port Credit Yacht Club was the new location for monthly Socials. Bruce Farrow helped Marc Plouffe select a 356 Cabriolet as a desirable vehicle to purchase. UCR had ended 1990 with 713 members and came in second for membership growth at 19.6%. DE chair Marc Plouffe had arranged five single track dates at Mosport and Shannonville, all on Fridays, plus one Mosport weekend. Cost was \$75.00 a day. Howard Dexter had organized a one-day pre-track training session. In a tech feature, Mantis checked the rod bearings on the Adam's 951 and they found excellent protection from Mobil 1, unlike the bearings on another 944 in the shop. David Gaunt wrote a feature about his first year with a Porsche and a second about replacing your tires after five years.

## 15 Years Ago

Rolex 24 at Daytona was the big topic. Doug Trott, Rick Bye and a lot of UCR talent at the track. Paul Roberts hosted a Ski Day. Andy Wright and Ian John promoted a May Multi-Event Weekend. Super Dave Osborne went on about graduated licenses. Edwin Morrow visited Alois Ruf in Pfaffenhausen and also Porsche Stuttgart.

Contributed by John Adam, UCR Historian



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# Don't Miss These Upcoming UCR Socials

*Submitted by Mario Marello*

**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.

**April 12, 2011**

## **Mimico Cruising Club**

200 Humber Bay Park Road West, Toronto M8V 3X7

Phone (416) 252-7737

Our April social will be returning to the Mimico Cruising Club, located in the beautiful Humber Bay Park. The Mimico Cruising Club has earned the nickname, "An Oasis In The City". There is plenty of secure parking and the view of the docks is stunning.

Hugh Smith from the Toronto Police Service will be presenting his perspective on road safety and distracted drivers, and I'm sure he will share many interesting stories around his experiences patrolling our streets.



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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](mailto:kye.wankum@rogers.com)**

Hello Kye,

The article in the February issue on Jacques Duval reminded me of the model I built of his 904 a couple of years ago. I used photos from Excellence magazine but hadn't seen those you published. For my model I used decals from my parts box or made them on my computer. Building models is a great way to build up a Porsche collection without taking up a lot of space or dollars!

Dave Walker





# The Dreaded CEL

by Pedro P. Bonilla

**H**ave you ever had the Check Engine Light (CEL) come on in your car? If it has, it's actually the MIL (Malfunction Indicator Lamp), which lets you know that there's a problem in the engine management system.



Whenever I'm servicing a Porsche and see the MIL on, it bothers me a little bit that the symbol is of a small block V8 and not of a beautiful flat 6 from a GT3.

The automotive monitoring system was developed by **CARB** (California Air Resource Board) and **SAE** (Society of Automotive Engineers) in an effort to reduce vehicle emissions, beginning in 1988.



It was called the **OBD - I** (**O**n **B**oard **D**iagnostic, generation 1).

The system mandated by CARB, had to illuminate a "check engine" light to notify the driver that there was a potential failure in an emissions component and the system also had to store a **DTC** (**D**iagnostic **T**rouble **C**ode) in memory.

The regulations for **OBD - I** were very easy for manufacturers to comply with, since they were already monitoring most of these systems, but each manufacturer monitored it in their own way.

Because of inconsistencies in the DTCs, as well as in the data connectors from manufacturer to manufacturer, and the inability of **OBD - I** to detect emissions system degradation, a new monitoring system went into effect in 1996, the **OBD - II**. It should have been in 1994, but it got delayed two years.

Below you can see the original Porsche **OBD - I** connector (round), which is found on the 964s and early 993s, as well as on the later 944s and 928s, and on all of the 968s. The more trapezoid connector on the right is the **OBD - II** found in all Porsches after model year 1996.



This newer version of On Board Diagnostics is much more sophisticated than its predecessor and, aside from doing all that the **OBD - I** did, it also added the ECM (Electronic Control Module) which controls the operation and performance of the vehicle's subsystems. **OBD - II** now monitors:

- ECT Sensor** (Engine Coolant Temperature Sensor)
- IAT Sensor** (Intake Air Temperature Sensor)
- IAC Valve** (Idle Air Control Valve)
- BARO Sensor** (Barometric Pressure Sensor)
- TP Sensor** (Throttle Position Sensor)
- ECM / PCM** (Engine Control Module / Powertrain Control Module)

The specific ways in which the manufacturers had to comply with the regulations was not specified and each manufacturer made their own interpretations. For instance, the regulations state that a car has to monitor engine misfires, but doesn't specify how, therefore some manufacturers look at O2 sensor waveforms, others look at crankshaft fluctuation, and still others look at the current in the secondary ignition system.

Needless to say, **OBD - II** is a very complicated but very useful system, which alerts the driver and the technician of possible engine malfunctions.

The **OBD - II** is capable of generating two different types of diagnostic codes: **“Generic” codes** that are the same for all makes and models of vehicles (required by law) and... **“OEM” codes** that are unique to specific vehicle manufacturers.

The OEM codes cover non-emission related failures such as ABS, HVAC, Airbag, Electrical, etc.

The generic codes can be read using a basic code reader or scan tool that is **OBD - II** compliant and usually costs less than \$100 at any auto parts store. More and more car enthusiasts are adding an **OBD - II** code reader to their tool case to help them diagnose simple failures.



Because of the myriad of sensors and readings a “Check Engine Light” or “Malfunction Indicator Light” can be triggered by something as simple as a loose gas or oil cap, since the system is also monitoring vacuum levels. So an **OBD - II** scan tool can pay for itself if it helps you discover something like this, saving you a trip to the repair shop.

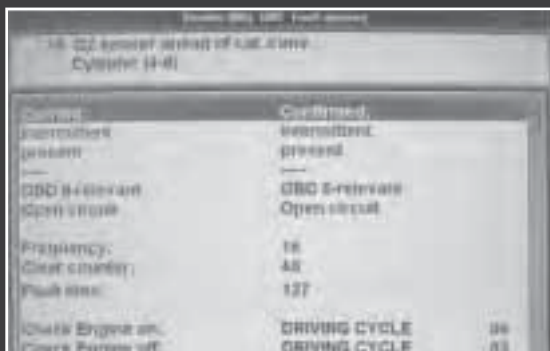
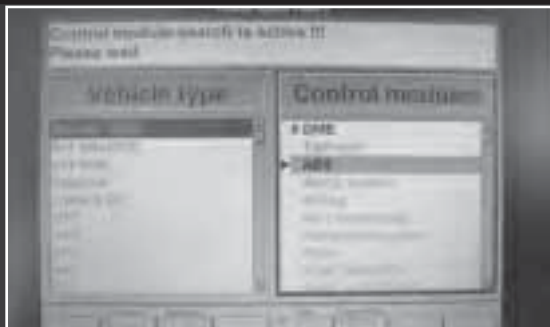
But, when the system failure is more complex, you will need to have a much more powerful tool that is capable of accessing all of the codes, as well as almost every component in the vehicle such as those found at the dealerships and independent repair facilities.

The one shown here, the PST-II (Porsche System Tester-II) was the second-generation tester from Porsche, which recently introduced the PIWIS (Porsche Integrated Workshop Information System) as the latest in Porsche diagnostic tools.




The screen on the PST-II which can be seen below, corresponds to the same error code (P054) as shown above on the handheld scanner but, as you can see, there is much

more information and accessible data on the specialized factory scanning system, which helps to find and correct failures much more quickly.



What the CEL should mean to you is: If you see the CEL / MIL on continuously, it's telling you that the system found a malfunction in its monitoring. You should have the error code(s) read as soon as possible and perform corrective services.

If you see the CEL / MIL flashing, it's telling you that the engine is misfiring and damage to the engine is possible if it keeps running. Shut it off and contact a qualified tech or have it flat-bedded to a shop / dealership. The CEL / MIL can turn itself off when the monitoring system determines that the trigger is no longer present, such as by tightening the gas cap.

Reprinted with kind permission from Pedro P. Bonilla (GCR PCA) of Pedros Garage [www.PedrosGarage.com](http://www.PedrosGarage.com) 



# Zone 1 Dates & Notes



|                 |  |
|-----------------|--|
| May 14-15       | <b>Zone 1 Rally &amp; Concours</b>   |
| May 26-29       | <b>Zone 1 Watkins Glen Club Race</b><br>Currently looking for volunteers, please see <a href="http://zone1.pca.org/">http://zone1.pca.org/</a> for more details. |
| June 17-19      | <b>Zone 1 48 Hours DE at The Glen</b>  |
| July 31 - Aug 6 | <b>PCA Parade in Savannah, GA</b>  |
| Sept 15-18      | <b>PCA Escape 2011 Flagstaff, AZ</b>   |
| TBD             | <b>Zone 1 Autocross</b>  |

PCA Parade registration opens on March 8, 2011.  
Please see <http://parade2011.pca.org/> for details  
Come out, participate, and show the UCR flag.

**Jennifer Webb**

Tel: 514-235-0157, email: [jenniferbischoff@hotmail.com](mailto:jenniferbischoff@hotmail.com)

## UCR Fun Run

### Bear Manor Exotic Car Fun Run & Car Show Saturday, July 9th from 10:00 a.m.

Proceeds to West Lincoln Memorial Hospital (WLMH)

Your hosts: Vaughn & Jennifer Warrington

Porsche, Ferrari, exotics and classics are welcome, by advance registration, to participate in this Niagara Escarpment fun run, car show and lunch. The lunch and car show will be on our property after the fun run through the Escarpment area. Minimum \$25 donation/person includes lunch and Niagara VQA wine. Donations of \$50+ per family, will receive tax receipts for net donation value.

We look forward to showcasing your Porsche at our house, Bear Manor. If you know owners of other exotics, that would be a great addition to the fun run and car show, please email Vaughn @ [vaughn.warrington@nbpcd.com](mailto:vaughn.warrington@nbpcd.com) to confirm their qualification for the event. Fun Run to start at 10:00 with lunch and car show to follow to approximately 3PM. Niagara start location to be advised to registrants.

This event is limited to 30 registrants.

Grimsby residents will be welcomed to attend the car show with donations to WLMH.

## Braidan Tire Track Day

UCR's good friend, Braidan Tire, is hosting its second annual Mosport Track Day on Monday, July 18, 2011, for UCR Instructors and Advanced Drivers. Admission will be \$75.00 for the day. There will be a full compliment of flaggers and open passing. Although this is not a UCR Event, the Club's capable Track Team will be assisting. Stay tuned for further details.

## Featured Advertiser

By Jeff White, UCR Advertising and Sponsorship Chair

A brand new advertiser to our Club is Mckinnon Heating Cooling. Michael Nepom is the President and owner and in a recent interview he explains that he is quite "hands on" in the business.

Michael and his team provide a "low maintenance" relationship where customer service is everything. From the club activity side, Michael and his C4S cab attended last year's IDS Driving School at Shannonville and he is looking forward to more Driver Ed events. He feels our club's price of membership is great value and his 9-year old twin boys enjoy sharing our Provinz Magazine. Hats off to our club's editor, Kye Wankum, and Publisher, Phil Downe, for this fine contribution to the "P" life!

From an historical point of view, Mckinnon Heating Cooling was established in 1934 and has been a supplier of coal and oil over the course their history. The company is one of the oldest in the HVAC marketplace in Toronto.

Michael would like our membership to know that Mckinnon Heating Cooling services the GTA and offers full home comfort services, including Indoor Air Quality products. His staff has been with him for many years and he prides his company in being able to offer long-term continuity of relationships between his customers and staff.

Please consider this new club supporter for your home comfort needs.

[www.mckinnonheating.com](http://www.mckinnonheating.com)



Centennial College and PCA/UCR once again offer a course on basic Porsche maintenance.

## KNOW YOUR PORSCHE - THE BASICS -

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**TO REGISTER:**  
 Web Site: <http://www.centennialcollege.ca/jwttitle>  
 Course Code: CESD-908  
 Course Name: Know Your Porsche - The Basics  
 Register online: <https://secure.centennialcollege.ca/learning>  
 Cost: \$195.00  
 Six Wednesdays, from April 6 to May 13, 2013 - 7:00-10:00 PM  
 Ashburton Campus  
 Participants will bring their own cars.



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# Jacques Duval to be inducted

**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.

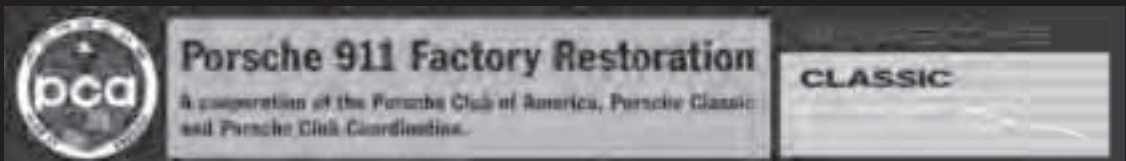
**WHERE:** On the Park Event and Conference Centre, Centennial Ballroom, 1095 Leslie north of Eglinton.

**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](http://cmhf.ca).



# Revive The Passion



For the first time, Porsche Club of America will raffle off a fully restored classic - The perfect form: The 911T now has its original shape and gap dimensions once more. Continued from the February issue of Provinz. Text and Photos, courtesy of Porsche

The clear lines and contours are now visible again. The Porsche is regaining its original form. With the same slim and sporty silhouette as ever before. In the same way as a picture is slowly brought into focus, the contours of the original are becoming gradually more distinct. It is no longer necessary to just imagine what is happening here: the bodyshell of the 911 T US version, year of construction 1973, has been restored to its original state. In every detail.



This sounds easier than it is, particularly when the last crucial millimetres are involved. The work requires a good eye, patience and precision. Above all, however, an original straightening bench is needed, and only Porsche Classic has this. The bodyshell is fixed exactly on this in order to weld on and align the missing parts with millimetre accuracy.

"Revive the Passion", the joint project of Porsche Club of America (PCA), Porsche Club Coordination and Porsche Classic, is fully on schedule. The complete restoration of the 37-year old 911 model from Los Angeles will be finished by the summer of next year. This highly desirable gem will then be raffled off among PCA members and handed over to the lucky winner at the Porsche Parade in the USA in August.



The winner can already look forward to a completely new classic car, a car embodying a level of beauty that will withstand any critical examination. The form is perfect and the gap dimensions are correct. After completing the complex body work, this accuracy is the most important achievement for the employees in the Porsche Classic workshop. This is because experts judge the quality of a restoration not least by the exact contour lines. After all, the body of a car is just like a tailor-made suit: everything has to fit exactly.



For the 911 T, the experts completed the front end with a new end section, including battery boxes, fuel tank support and closing panel. New wings and side sections were also fitted on the left and right. The new underbody was fixed in position and the seat recess behind the driver replaced. Since this part is no longer available, the mechanics produced it once





more on the basis of original drawings. The side supports under the B-pillar were also replaced. These parts cannot be seen but are needed for body reinforcement. The body becomes “soft” if these parts are rusted or damaged.

After completion of the welding work, all seams and joints are subjected to a special treatment. Porsche uses tin for this, as tin was already used on the 356 models in the fifties and is significantly more durable than the filler compound often used. The tin is heated, applied to the corresponding locations, smoothed with wood and then ground flat with a special tin plane.

The specialists also paid great attention to the doors. While the door frames of the original vehicle were preserved, new door panels were fitted. In addition to the doors, it was also necessary to fit and align the headlights, tail lights, engine lid and luggage compartment lid. To do this, the experts first mounted all locks and rubber damping elements on the corresponding parts. Exact production of the original gap dimensions is a science in itself. Working on the straightening bench is particularly important for this operation. This is because only a straightening bench allows a bodyshell to be fixed in such a way that it behaves exactly like a complete vehicle with engine in the rear that is standing on the road on four wheels. For a Porsche in particular, where joints and gap dimensions have always been important details of the typical design, even very small deviations are quickly noticed. That is why the experts took many hours to align the parts correctly.

The headlights, lights, locks and rubber elements are then removed from the bodyshell again. On its journey back onto the road, the 911 T has therefore now achieved its perfect form down to the very last gap dimension. All preparations for cathaphoretic dip painting are thus complete. This is also how things have to be, because it is practically no longer possible to change any of the form and joint details after uniform and thorough priming with the electrically charged fluid. ☸



# UCR

2011 Spring Tour  
The Little Inn of Bayfield  
May 27, 28 & 29th, 2011

# SPRING TOUR

Last year, we took our club's annual Spring Tour to a new location. It was so much fun that we are taking it back to the Inn this year. The Little Inn of Bayfield has warmly welcomed guests to Ontario since the 1830's when it first opened its doors as a coach stop, and its history renders it famed as Ontario's oldest Inn. [www.littleinn.com](http://www.littleinn.com)

Located in the picturesque heritage village of Bayfield, Ontario, on Lake Huron's sandy shores, The Little Inn provides elegant accommodations and an exceptional culinary experience. We have an itinerary packed full of fun, including breakfast Saturday and Sunday, and fine dining Saturday evening, followed by a good old-fashioned bonfire. A local singer by the name of Mr. Scott Chow will keep us entertained. Scott entertained us last year and everyone thoroughly enjoyed his tunes!

We have obtained some great pricing for those who want to join us for the weekend (minimum two-night stay). Other options are to come for the fun run only, or fun run and dinner only.

On Saturday morning, we'll show off our freshly polished 'P'-cars at a Concours event at 11am beside the Inn, before heading for our tour of the beautiful farmland and lake view landscape, with a stop for lunch.

The last couple of years have been a blast at the spring tour. It's a great way to meet fellow 'P'-lovers from around the province... so please join us. Register by May 6th... there is a limited number of rooms, so, the sooner the better!

Your 2011 Spring Tour Hosts, Jeff White and Mary Byczok ☼

Registration fee for the Spring Tour is \$25 per person (no fee for fun run only). Please send your cheque payable to PCA/UCR, c/o Aurora Financial, 19 Kennedy St. W., Aurora L4G 2L3. Please call the Inn by May 6, or earlier at 1 (800) 565-1832 or (519) 565-2611 to make your room reservations.

To request the event registration form, please contact:  
Jeff White  
[lynda@aurorafinancial.com](mailto:lynda@aurorafinancial.com)  
Fax: (905) 841-3337  
Phone: (905) 841-3612 or 1 (877) 228-2658  
Please complete and send back by May 6th.

Photo by Bernie Schroder



The 2011 Spring Tour is sponsored by Aurora Financial.



# Provinz Photo Caption Contest

Welcome to the Provinz Photo Caption Contest. Come up with the winning caption and win a pair of Porsche Motorsport gloves by Stand21.

Prize sponsored by SportsCar Boutique. (Retail Value: \$249.00)

**Entries:** Entries are to be submitted through the UCR website at [www.pcaucr.org](http://www.pcaucr.org) - just look for this month's feature picture on the UCR home page and click on "Comments" to place your entry.

The Provinz team of writers and photographers will determine the final winner who will be announced on Sunday, May 15, 2011 at the Mosport DE event during the noon-time prize draw.



Photo/Photoshop Credit: Rob Phillips  
Driver/Car/Scene: Sean Wikens/944/Mosport, Exit of #10

**The Small Print:** There are rules and the first one is only one entry per day per UCR member to give everyone a fair chance, so play nice and you won't need to read the rest of this... There are rules and the first one is only one entry per day per UCR member to give everyone a fair chance, so play nice and you won't need to read the rest of this... There are rules and the first one is only one entry per day per UCR member to give everyone a fair chance, so play nice and you won't need to read the rest of this... There are rules and the first one is only one entry per day per UCR member to give everyone a fair chance, so play nice and you won't need to read the rest of this... There are rules and the first one is only one entry per day per UCR member to give everyone a fair chance, so play nice and you won't need to read the rest of this...



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# SPEEDSTER

## LAUNCH

Story and Photos by  
Eshel Zweig, UCR Photo Editor >



**O**n the afternoon of January 12th, we were invited by the marketing team at Pfaff Porsche to preview the exciting launch of the 2011 limited edition Speedster, at Wychwood Barns. This was a wonderful venue to host an event of this magnitude. Chris Pfaff, was the master of ceremonies and carried out the unveiling of this exciting new vehicle. Later that evening, close to 400 of Pfaff Porsche's clients, partners and employees were invited to celebrate the launch of the new Porsche Speedster by taking a trip back to the 50's. Guests were transported back to an era of pure Hollywood glam - Marilyn and Elvis mingled with guests and the new Speedster's predecessors - a 1957 Porsche 356 A Speedster and 1958 Porsche 356 A Speedster - were on display.

As the flagship Porsche Exclusive dealer in Canada, Pfaff Porsche has the honour of being the only dealer in Canada to host a launch event for the Speedster. The 2011 Speedster was built to celebrate Porsche Exclusive's 25 years of success, a unique department of Porsche AG, focused solely on helping customers achieve a superior driving experience through personalization. A purist, open-topped two-seater with a low windscreen and double bubble convertible top lid, the Speedster is also a showcase for the department's capabilities. In addition to its unique exterior styling, its interior features include unique leatherwork on the seats, dashboard, centre console and even the air vents, accentuated by unique designs for the steering wheel, shift knob and handbrake lever.

In homage to the first Porsche model that bore the Speedster name, its production run is limited to just 356 cars. Speedster enthusiasts interested in owning this highly exclusive model will have to act fast as only six vehicles have been allocated to the Canadian market. Based upon the enthusiasm generated at the event, and the feedback from other journalists, the six vehicles allocated to Canada, and the 356 units slated for worldwide sale, will sell out in record time. ✪

[More Photos](#) >





©2011 Porsche Cars Canada, Ltd. Porsche recommends seat belt usage and observance of all traffic laws at all times. Optional equipment shown is extra.



### **Pfaff Porsche Pre-Owned Centre, the first of its kind in Canada.**

Pfaff Automotive Partners is proud to announce the launch of the first-ever dedicated Porsche Pre-Owned facility in Canada. The all-new 9-car indoor showroom is located at 115 Auto Park Circle in Woodbridge, Ontario, immediately neighbouring the existing Pfaff Porsche dealership.

Please visit our all-new Pre-Owned Centre to experience our dynamic test drives. For additional information, please call us at (905) 851-0852 and ask for the Pre-Owned Centre.

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The 2011 Speedster Launch featured some of Porsche's original 356 Speedsters from the fifties



Provinz Publisher, Phil Downe hams it up with Marilyn



Porsche Cars Canada President, Joe Lawrence with wife Patti



Elvis is alive!



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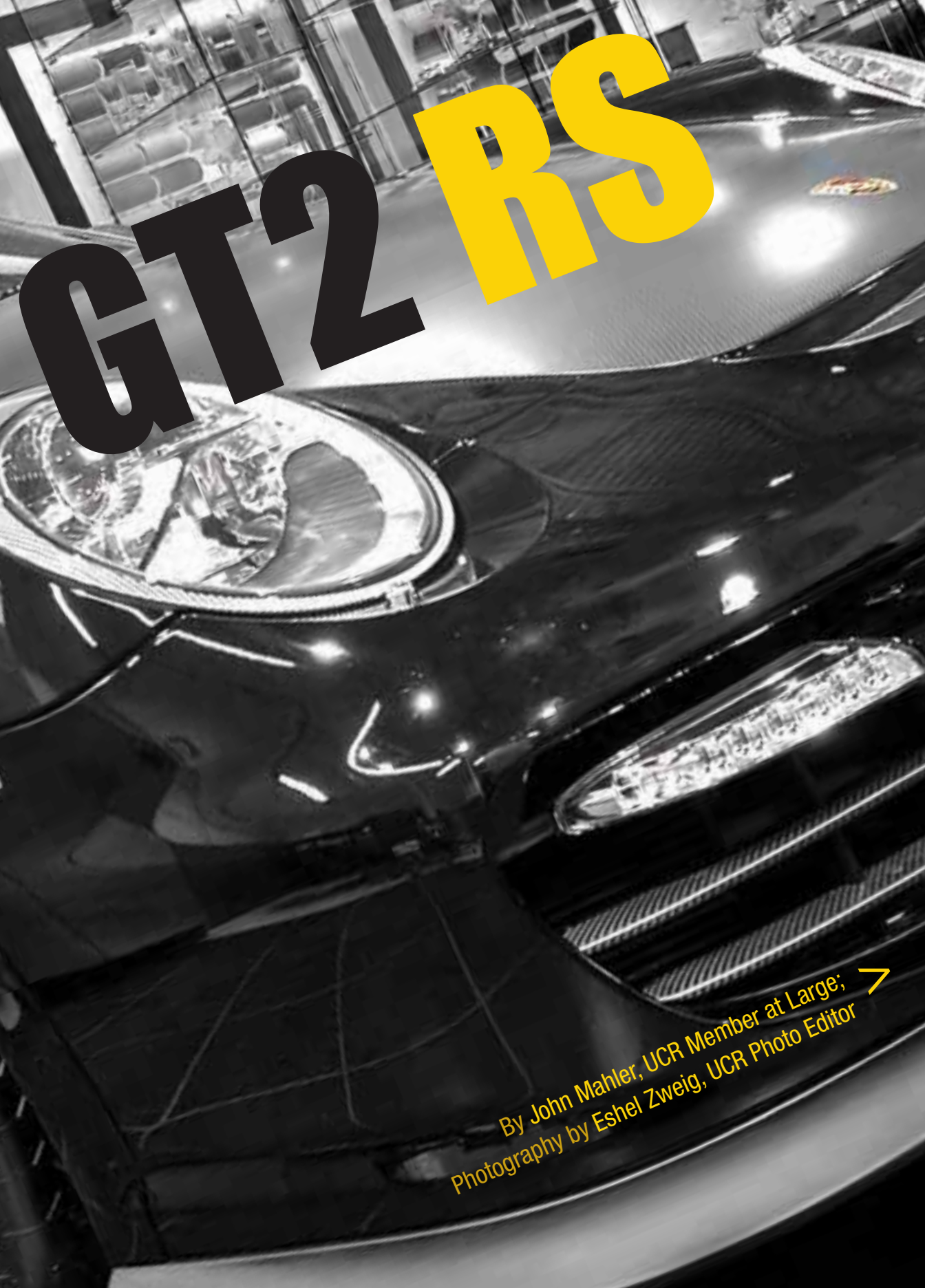
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PORSCHE

911

GT2RS





# GT2 RS

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







The picture to fill your rearview mirror - unless you own one...  
The Porsche 911 GT2 RS, photographed by Eshel Zweig

**S**o you drop that egg into the little pot of cold water, turn on the gas, have a few sips of morning java, slip some bread into the toaster, run some cold water over the now hard-boiled egg and give it a crack. Hard, firm, yellow yolk, perfect bliss. Elapsed time: 7 minutes 18 seconds. A new record time, not just for preparing breakfast on the run, but for Porsche as well.

Seven minutes and 18 seconds is the new lap record for street cars on street tires for a lap of Germany's Nürburgring Nord-schleife, the hallowed testing grounds of any and all cars with sporting aspirations. The Porsche 911 GT2 RS attacked the 20.8 km length (13 miles) and came away with better lap times than all-out race cars of a decade ago.

The track is a series of blind turns, short straights, and twisty bit after twisty bit. It is a total of 33 left turns and 40 right turns, and they do not count the kinks as turns. This GT2 RS Über-Auto is the fastest street car Porsche has had the nerve to sell to the public. Wouldn't you have loved to be at the meeting when the lawyers gave the okay to export this vehicular weapon to North America?

The GT2 RS looks intimidating just sitting in the showroom at the Pfaff Porsche dealership. It is squat and wide. No gaps above the tires in the wheel wells, the edges of the tires come out to the fender lips. Black wheels, glossy black paint broken up by flat black hood and rear air intakes, black alcantara race buckets with slashes of bright red trim, red safety belts, bright yellow brake callipers, and the matte silver RS badges. The new front splitter threatens ankles that come too close.

Like a Buddha, it sits stoically, accepting the growing collection of finger and nose prints on its side windows. Being stationary, nothing matters, it is only waiting, waiting for its true purpose: speed.

A short resume of this ground hugging projectile: twin-turbocharged 3.6 litre flat-6 engine produces 620 bhp and 516 lb.-ft. of torque, 6-speed manual gearbox, rear wheel drive only, and then comes

the diet; this RS weighs a mere 1,370 kg. (3,021 lbs). Creating this featherweight car meant that each horsepower has to move just 4.87 lbs. of car. The legendary Carrera GT had to haul 5.83 lbs. per horsepower and that was excellent in its day.

Weight reduction and horsepower are a constant trend in the Porsche Motorsports department. So, with some careful picking through the parts bin, the weight dropped 70 kg over the former GT2. The first thing to go was the all-wheel drive system, creating monstrous power to the rear wheels only. A carbon-fibre reinforced (CFR) hood left unpainted starts the list, then come seats lighter by 22 pounds, throw away 9 pounds of acoustic insulation, a tiny lithium ion battery saves 31 pounds, carbon-fibre/plastic fenders came next, in Europe, a plexi-glass rear window (but we get real glass), and the marker lights are plastic. The beautiful rear wing is as light as it is strong. All CFR parts are left flat black. The single centre-lock nut on the lightweight wheels saves 6 pounds over having 5 wheel lugs, and the list goes on. The Porsche badge on the hood is a decal to save weight, how obsessive is that? That's one step too far.

Forget about a PDK transmission, though it is faster, it is too fat and heavy. That means that the Turbo S on the same showroom floor runs 0-100 km/h - a tick quicker. But, the GT2 RS does zero to 200 in a mere 9.8 seconds and at that speed the Turbo S is a full second in arrears. So, when drag racing off the line, the all-wheel drive of the Turbo S is best. Once momentum builds, 620 horsepower trumps all. >

The Porsche 911 GT2, photographed at Mosport by Eshel Zweig



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Coming July 18, 2011: Braidan's Second Annual Michelin Track Day at Mosport. Details to follow in Provinz Magazine and on the UCR website.



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But even this massive amount of power did not negate the “Porsche Intelligent Performance” slogan. The motor produces 90 HP more than the old GT2 and yet pollutes less and uses less gas; reductions of about 5% on both.

To keep the car hugging the ground, a fixed rear spoiler with a 0.4-inch taller lip and extended front air dam help increase down-force by 60 percent at 186 mph. That down-force is aided by a new diffuser and a new gurney flap on the rear wing element.

The chassis is basically a GT3 RS on steroids. Everything is stiffer, leaner, meaner and screwed together tighter. But, of course, it does have the PASM suspension adjustment system. You can be quite comfortable over Leaside’s speed-bump fetishes, and rock hard solid at extra-legal speeds. Stopping is done by the PCCB composite ceramic brakes. And thank heavens there is PSM (Porsche Stupidity Management), to save us all from ourselves, should we get a foot cramp or a brain hic-up.

The 911 GT2 RS is the ultimate hybrid and I’m not talking gas/electric, as is the vogue these days, Porsche already has several of those. This hybrid is the combination of the ultimate road handler, the GT3 RS and the somewhat corpulent Turbo S. At first drive the GT3 RS has all the power it needs (did I really say that?) but after a time, and a drive in a Turbo, the explosive power of the tornado of boost in the engine bay makes the GT3 RS seem, well, less exciting.

The two cars are apples versus oranges; no, make that apples versus cored apples. The Turbo S carries every luxury known to automobilia, the GT3 RS carries lightness. It laughs at Mr. Gravity, it snickers at Mr. G-load in corners, and it is free to carve arcs through corners at will. Show the GT3 RS a squiggle on a map, it carves it like an Olympic Ski Racer. Show the same squiggle to the Turbo S and it sucks up copious quantities of air and attacks like a steamroller.

If only the Turbo had that lightness of being... like, like the old forgotten uncle, the GT2. He ruled the road with lightness and the whoosh of a turbolader. He lost the majority of his girth by ditching the AWD system and a few other extraneous bits. However, along came that pesky kid, the GT3 RS, so light, owners need bicycle locks to chain them down to a parking meters, lest the car float away in a stiff breeze.

If only these two cars had a meeting of the minds...

Andreas Preuninger, Project Manager for Porsche’s motor-sport-derived road cars, convened just such a meeting and perhaps a bit of gene splicing went on in that lab. The seed for this RS project was planted when the former GT2 was already

finished. There was still a “to-do” list of more speed and less weight, but enough was enough at the time.

When Porsche lost the lap record at the Nürburgring, enough was no longer enough: the list was dusted off. The spare RS badges in the stockroom were dusted off as well, just in case this new car was worthy. The Rennsport (racing sport) badges are reserved for the ultimate street Porsches. The “RS” cars are built because they have to be built, so their brothers are properly homologated for the world of racing. The GT2 RS wears the badge, it does not race: it conquers.

Oh, and about those lap records at the Nürburgring Nord-schleife: the slowest time recorded for a car manufacturer’s test session was 16 minutes and one second by a Trabant P50 with a factory driver. ☼



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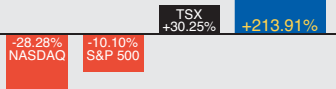
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# 2011 FUN RUNS



**David Forbes**

UCR Fun Run Chair

David.Forbes@nbpcd.com  
(705) 788-8828

The 2011 Fun Run season is shaping up to be a great one so far, with four confirmed Run dates, and several more in the planning stages. Our members are very enthusiastic, with some having already confirmed participation in the Muskoka Spring Fun Run, hosted by Anne and myself. We look forward to hosting our guests at our home for some afternoon refreshments, and as always, ending our fun-filled day at our favorite Japanese restaurant, Wabora in Bracebridge.

We would like to thank Kye and Phil for all their outstanding efforts with Provinz, that fabulous not-so-little UCR journal that our members so enjoy. We would also like to thank Otto for his wonderful work on our Website, and emphasize how important it is to have such an excellent means of communication supporting our club events. Having a first-hand view of how much work it takes to make our club run so well, a sincere "thank you" goes out to these gentlemen on behalf of all our Fun Run participants and our UCR Porsche club members.

Join Anne and myself in saying goodbye to the winter chills, and hello to the purr of you know what... yes, our engines, and our continued love of everything Porsche! ❄️

|    | 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                             | Sajjad Butt                   | sadia.butt@utoronto.ca        |      |
| 11 | July 2/3        |  |                               |                               |      |
| 12 | July 9          | Bear Manor Exotic Car Fun Run & Car Show | Vaughn & Jennifer Warrington  | vaughn.warrington@nbpcd.com   |      |
| 13 | July 16/17      |  |                               |                               |      |
| 14 | July 23/24      |  |                               |                               |      |
| 15 | July 30/31      |  |                               |                               |      |
| 16 | August 7        | Collingwood Area                         | Lewtas, Mitton & de Burgh     | hdeburgh@rogers.com           |      |
| 17 | August 13/14    |  |                               |                               |      |
| 18 | August 20/21    |  |                               |                               |      |
| 19 | August 27/28    |  |                               |                               |      |
| 20 | September 3/4   |  |                               |                               |      |
| 21 | September 10    | UCR Rally #2                             | Sajjad Butt                   | sadia.butt@utoronto.ca        |      |
| 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                             | Sajjad Butt                   | sadia.butt@utoronto.ca        |      |
| 28 | October 29/30   |  |                               |                               |      |



# Who is George O'Neill

## *The New PCA-UCR Tech Editor?*

**W**ell, first let me say how pleased I am to offer my assistance to our club as Technical Editor. This new role has been created to provide focus and coordination around topics of a technical nature of interest to UCR members, with the aim to publish those articles in Provinz and on-line. I hope to bring not only my experience and background to define and grow this new role but, more importantly, to share my enthusiasm for motor vehicles, Porsches in particular, and the people who drive them.

I currently own two Porsches, one that drives and one that does not. I am proud to say I have managed to keep every Porsche I have ever bought. But, since I have only owned two that is perhaps not so hard to do. My pride and joy is a midnight blue, 5-speed, 1986 928S, that is injured. On my way to Montreal a few years ago, during a gorgeous summer night, with the sunroof open, Bruce Springsteen singing from the speakers, and just 10 minutes west of Cornwall, all the lights on the dash lit up like a Christmas tree, and the car rolled to a stop. But, I digress, since those details are best left to a future tech article – watch for it in the coming months. My daily driver, at least when there is no snow or salt on the road, is a 6-speed 2002 996 Cabriolet. I just love this car. Whenever I drive one of my other vehicles and return to the Cab, I am humbled by how fortunate I am to own such a wonderful vehicle. My daily drivers, when there is snow or salt, include a 2008 yellow Smart Car Passion Cabriolet (which I currently have for sale – know anyone interested?), a 2008 light blue Ford Escape Hybrid, and a black 2001 Mercedes CLK430. I really would like to have more cars, but my wife has much better judgment than I do on such matters. Each car has its own history on why I chose that particular make, model and year. Unfortunately, I have not been able to keep every car that I have owned, despite my desire at times to do so. I still would like to have that 1979 Firebird Formula, midnight blue (seeing a trend?) on silver, snowflake wheels, 3-speed turbo-hydramatic and 403 cubic inch V8, since these cars are now finally starting to garner collector car status.

I am an engineer by training, but a businessman by choice. I have been a member of PCA-UCR for the past five years, and really enjoy looking forward to the monthly Provinz and topical on-line content. I live in the Beach in Toronto with my wife and two daughters, we have a 10 year old Chow named Mao-I, who likes to hang out with me in my office, and I love to x-country and alpine ski, in-line skate, read business books, drive cars, invest in real estate, assist my clients, write, educate, and, on occasion, speak publically about digital marketing and client service.

During my watch as Technical Editor, I hope to achieve the following three modest objectives within the first 12 months:

- 1) Ensure there is at least one quality article of a technical nature published in each issue of Provinz, supported by rich content for the club website including pictures and videos.
- 2) Every six months assist coordinate a technical session where we can learn from experts about details of our P-cars we may have always wondered about but would not have had the opportunity to ask.
- 3) Obtain your input on how we are doing growing the club's technical coverage.

Feel free to contact me at [George@ONeillRealEstate.ca](mailto:George@ONeillRealEstate.ca) or (416) 399.5534 if you have story ideas, if you wish to contribute an article of a technical nature, or want to provide assistance in helping organize technical sessions. It cannot be said enough, but our club remains strong through the active participation of as many people as possible. My desire is to ensure we have the best, most relevant technical content we can get. The only way to do that is to ensure that I am meeting your expectations, so please let your voice be heard.

I hope to meet as many of you in person as I can over the coming months. Until then, cheers!

George





# WRAP IT!

Story and Photos by Brian Spiteri, UCR Member at Large

**H**ave you ever thought about changing the colour of your car but hesitated because your thoughts go to a devaluation associated with “not original” paint?

Now you can do just that with no fear. It’s a process called vinyl wrapping and in recent years the quality of materials has improved so significantly that with a good installer, it’s hard to tell the difference between paint and vinyl.

I am the owner of Speedpro Imaging in Mississauga, Ontario, Canada, and we’ve done our share of commercially wrapping everything from SmartCars to fifty-three foot tractor trailers. So when a new product was introduced that was manufactured in Germany and touted as paint replacement, my mind went to my 1981 911Targa SC, which needed a new suit.

There are some significant benefits to opting for vinyl versus paint. First is the fact that original paint always remains an obvious option if resale value is a concern. A great side benefit of this is that the vinyl will actually provide a protective layer to prevent oxidation and UV fading on the protected surface of the car. Removal is safe within manufacturer standard timelines, but a good installer knows how to remove a wrap that has gone beyond those specifications. It’s not the vinyl that is the issue but an efficient removal of adhesive as well. There is no damage to a painted surface when this is done correctly.

Another benefit is the ability to choose between a variety of colours and finishes or a complete custom print job that can specifically match your personality. You can go from a matte black finish (any “gangstas” out there?) to putting your family tartan on display. Then there is also the option of replicating your favourite race car version, which is quite popular when you pass a police cruiser on the highway.

Personally, being in the over-fifty set, I opted for a metallic azure blue material that is pre-laminated with a high gloss finish. Options for finishes include matte or luster top coats but I love the final outcome of a Sunday afternoon hand wash and wax. In this case, no wax is required. Wash and dry and ready to fly.

First requirement in the installation process is a detailed alcohol rub down... on the car. This ensures that any dirt is not going to be saved for posterity and improves adhesion of the vinyl to the vehicle. It’s an important step if you want to ensure a high quality outcome that lasts. On commercial installations we have done, we expect three to four years of excellent performance. Under the hands of a loving owner, you can expect a longer time period. This isn’t paint. It is vinyl, so a wrap is generally considered a temporary cover-up.

Story Continued Online at:  
<http://pcaucr.org/home/67-frontpage/240-wrapit>

# 24 HOURS OF DUBAI?

***Yes! Around the clock, surrounded by the desert – with free admission!***

Story and Photos by Adam White,  
UCR member at Large

I recently tagged along to Dubai with my wife, who was attending a business conference there. Life is rough - I know. Before arriving, I did the requisite searching for gear head activities. I discovered Dubai would be hosting a multi-class 24-hour endurance race at the Dubai Autodrome - a beautiful complex with a 5.39 Km track located in a section of the city aptly named Motor City.

I arrived about 30 minutes before the race started with my free ticket in hand. When I walked up to the entrance, there was a security guy who looked like he might want to see my free ticket. When I got closer I noticed everyone was walking right past him. Much to my surprise, I walked in and right out onto the starting grid, right up to the cars and the people. There were tons of people including drivers milling about, along with the requisite track girls. There was so much nice hardware that I didn't know where to focus.

Since getting in was so painless, I expected to be immediately bombarded by advertisers and vendors, along with high concession prices and generally overpriced goods. Much to my surprise it wasn't that way at all. My free admission also entitled me to a free race program and all the bottled water I could handle. I asked a food vendor 3 times how much the water was, fearing that he didn't understand what I was asking. Every time I asked he said the same thing "Free". Stand21 had a very modest booth, as did a group selling 24h Dubai-branded goodies. There was a group who had shock doctor backpacks on a table but they didn't seem too interested in selling them.

After getting my free program I learned that the 6th running of the race had 9 classes and over 90 cars, 20 of which were Porsches.

As I wandered around the paddock I saw many people who didn't seem to have special credentials walking into the garages of the race teams. I saw a number of people milling about two large TV screens in the garage of FACH auto tech, a German racing team. I decided to be adventurous and followed suit. As I got closer to the screens, I noticed it was the Motec telemetry display of the #12 and #14 GT3-Rs they had fielded. I sat there for about 20 minutes taking the whole thing in and watching the data flick across the screen.

Sitting there, I realized that the freedom to roam about was such a foreign concept to me coming from the overprotective and pocket gouging North America, that I almost felt uncomfortable - like I was about to get yelled at, chastised or worse, kicked out because I was in a place I shouldn't be.

A BMW Z4, fielded by team Need for Speed, would take the overall race. Four Porsches finished in the top 10 in fourth, sixth, eighth and ninth place.

I've never been to anything like this event. Everything was free - admission, programs, bottled water, along with access to the garage area. ☼







# TRACK TALK



**Dave Osborne**  
Track Chair

**W**inter is over. According to all the groundhogs interviewed last month, spring should be happening any day now. If you haven't made your spring list of things to do to your Porsche, now is the time to get at it. Spring is a busy time around the garage as cars return from storage, get prepped for the first Track Events of the season and have four months of accumulated grime polished off of them. Spring is a time for optimism and signing up for all the Driver Education Events. Spring is... ah, who am I kidding? It's March and probably just crappy outside.

There is light at the end of the tunnel though. Some of the changes coming this year are: Mike Edmonds has taken over the reins of the UCR Club Race from Wayne Spiegelberg. This will be a smooth transition as Wayne is assisting Mike in building on the success of the past few Club Races. Whether you race, drive solo lapping or just come out as spectators, you owe it to yourself to attend our region's Club Race. The quality of the program and the camaraderie of the participants is second to none.

One of the suggestions made by the Track Samplers is a dedicated person to help them find their way around Mosport. This Saturday morning program, offered as part of our Driver Education events, introduces the curious to the committed participants. While we are used to wandering around lost ourselves, we didn't think that the Track Samplers were getting the full benefit when they went missing... lol. What we needed was someone who would be a great ambassador of the program with the disposition of a saint. Rosemary

Adam was our first choice, and she has graciously agreed to escort the Track Samplers to each work station, so they get the full benefit of the DE program. Rosemary also gets to tell people that she got a job as an escort.

Some of our members who are doing Double and Triple Duty this year are: Mario Marello, our President and the Autocross Chair; Del Bruce our Vice President and Worker Assignment Chief on the Track Team; Kye Wankum, a Board member, Editor of Provinz, and co-organizer of the UCR Concours; Otto Mittelstaedt, a Board member and our Web Master, and co-organizer of the UCR Concours; and last but certainly not least, David Forbes a Board member and the Chair of our popular Fun Runs. While there are too many volunteers who benefit our club to mention here, these individuals have taken on multiple roles to make sure that we all get the greatest enjoyment from UCR and they certainly deserve our thanks.

Just a quick reminder that the Introductory Driving Schools are a pre-requisite to attending our Driver Education Program. Should you wish to join us on track this season, please note that the second event is full and there are very few places left for the first one. Sign up now, so you're not disappointed. Your Track Team is looking forward to a full season filled with Porsche fun this year and we would like to share it with you.

See you trackside soon,  
Dave ✱

## UCR Tech Session at SportsCarBoutique

### >>> Brakes And Brake Pads <<<

Saturday, April 2nd, from 10:00 to 4:00  
Guest Speaker: Andrius Bohtin from PAGID, Germany.  
All UCR Members are Welcome - Free of Charge

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# *Confessions of an Automotive Neurotic*

*By Abe Reinhartz, UCR Member at Large*

I love my cars. But they torment me. They bring out my worst neurotic tendencies. I finally have to face the truth. I'm an automotive hypochondriac. Every little rattle or squeak, or something that's changed, makes me run to the shop like a new mother running to the doctor.

It was always like this. Before I was an automotive hypochondriac, I was a bicycle hypochondriac. It's true. What horrible mechanical catastrophe can happen to a Supercycle coaster bike is beyond me, but I was an angst-ridden 10-year old who felt the world was going to end if anything should happen to this Canadian Tire special.

My first car was 1972 Peugeot 504. I got it in 1980 with 45,000 miles on it, and it looked pretty good. The only problem with it was that it was biodegradable and left a trail of rust like Hansel and Gretel left breadcrumbs. Over a Christmas holiday I drove to Muskoka to see some friends at their cottage and, as I was walking to the car to head home, the rocker panels fell off. The floorboards were rusted through so my shoes got soaked when it rained and the trunk was splattered with mud because there were no wheel wells. This didn't stop me from visiting the garage every few weeks to get the lifters adjusted, the oil changed and to have them check out a few noises that cropped up here and

there. The explanation for most things was that it was rocks hitting the inside of the trunk. I heard the shop owner retired and bought a boat and called it "Abe bought this for me".

But things have gotten worse. With more cars comes more responsibility and more worry. Now, going down the back straight at the track, I worry about the little red exclamation mark lighting up. Low fuel? What happens if the fuel pump begins to suck air, which would cause a blockage and seize the engine? It happens in people. Why not in cars? Did the oil pressure go too low in that turn? What happens if the ECU has a stroke? A fuel injector has an aneurysm? The possibilities are endless.

Every time I walk into the shop that ministers to my cars, I can see the proprietor's eyes glaze over and he begins to tense up. I don't like doing these things to people, but I can't help it. My complaints are the usual, like "once in a blue moon, when the car is cold, it kind of misfires for a split second or two then runs fine, but I'm wondering if it's a sign that I need an engine rebuild or transmission overhaul or something".

I bought the guys a big jug of Valium for them to take before I show up, which is about six days a week. I'm sure if you stop in there, you'll find the boys to be pretty mellow. ☼

*Because not everyone drives like you do.*

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

Kurt Bergmanis, Member Ontario Trial Lawyers Association  
Member PCA UCR



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# From Pralines to Porsches

By Cole Scrogam

Anyone who has visited Savannah knows the “Old Town” part of downtown, the riverfront area of Savannah, is replete with history. Walking on cobblestone streets and exploring storefronts and small restaurants is a calming vocation to be sure. Actually they are ballast stone streets, as English ships would leave their ballast stones in return for American merchandise, tea and cotton; but that doesn’t sound as quaint, does it? On these streets you can find handmade pralines, the curious local favorite of boiled peanuts (think Japanese edamame) and as many oysters as you care to eat. If you prefer, you can walk a block or so to the park bench made famous by Forrest Gump, and recall that “life is like a box of chocolates”. What is really surprising about Savannah, however, is that this is just the beginning of an exploration that many have spent entire lives embracing.

To be in Savannah is to be in history. Everywhere you turn there is another reminder of this port city’s involvement in the growth of America. One website, <http://www.savannahga.net/>, literally has hundreds of destinations neatly organized alphabetically for lodging, dining, tours and other activities. Georgia’s first city has much to offer, not the least of which is that it will be shared with thousands of Porsche enthusiasts the first week of August. This is one of those areas that Porsche people will love; the Southern Hospitality that is legendary all over the world, the small and intimate settings where friends can enjoy a casual evening, and the small town feel that can lead you out of the city to country roads in a matter of minutes.

Location, location, location is the focus of Parade 2011. Parade

headquarters is the Convention Center which is located on picturesque Hutchinson Island. The view of downtown Savannah across the river is unforgettable. The Convention Center is surrounded by Parade activity sites. The autocross will be held adjacent to headquarters, as for the first time in recent memory sufficient asphalt exists for a good size course within walking distance! But if you still need to get your track fix the local region will hold a Driver’s Education event at nearby Roebbling Road Raceway the last weekend of the Parade. With the Concours event held at downtown’s Forsyth park and the Rally featuring lovely local roads, the main attractions of this year’s Parade are all in the same neighborhood!

When you are ready to relax from the competitive events, feel free to take in a Carriage Ride, Ghost Tour, Fishing Trip, Dolphin Watching Expedition, Casino Boat, Local Beaches and Museums including the Mighty 8th Air Force Museum as well as local sporting events. The list goes on and on. You can try out a cooking class or go on a shrimping cruise, and of course the local towns of Bluffton and Beaufort feature very historic downtown areas as well. Savannah itself has a feel more like a big town than a bustling city, and as with many of the port cities in the South you can find open spaces quickly and easily. Tybee and Hilton Head Island are famous for their white sand beaches and slow pace...you may want to stick around the area for a while after the Victory Banquet concludes!

Be sure to check out the Parade activities at <http://parade2011.pca.org> so that you don’t miss any of the action. Registration begins on March 8th, so bookmark the registration site now and be





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ready when it opens! You will also be able to view the traditional Parade event schedule for the week at the website, and learn about air conditioned Concours prep areas; Parade 101 classes that make sure the first time Parade goers are prepared for the week; Hospitality and Goodie Store hours; and opportunities to volunteer as a Parade worker for some of the featured events that you may not be competing in (a great way to get a front row seat to all the action!). Other events like the popular RC Car races, Ice Cream social, Tech Academy, Art Show and Driving Tours will complement your week, unless you plan to spend it studying for the very competitive Tech Quiz...you can make your Parade experience in Savannah as action-packed and exciting, or as laid-back and relaxing as you prefer.

Won't you join us for a spectacular Parade, the highlight of our PCA experience this year? Anyone that has attended a Parade can tell you this is not just a normal multi-event weekend, this is the highlight of what PCA has to offer, full of exciting things to do and see with literally thousands of Porsche owners in attendance. Everything has been planned out and is ready for you; all you need to do is bring yourself, your family and your Porsche for a vacation experience that you won't soon forget! Check <http://parade2011.pca.org> for more information and be ready to register on March 8th... see you there!

Photos by David Wilks, [RaceShotsResource.com](http://RaceShotsResource.com)



# MART

**1988 Carrera;** California car, with 77,000mi now located in Canada. Colour: Silver with grey leather and black accents. Some upgrades and services since purchased in 2004 include: Full Bilstein suspension and bushing refurbishment; 7 & 9in Fuchs, Bridgestone Potenza tires; full brake, drive shaft, hub rebuild service; upgraded to braided brake lines; twice adjusted valve rockers; new Blaupunkt speakers; numerous oil changes with fuel and oil filters; gas tank sending unit; oil tank sending unit; Fuel/Oil gauge rebuild; full A/C service (blows nice and cold). Have plenty of receipts to prove all the services and parts. This is a clean car that runs very well. It rarely sees rain and has NEVER seen winter. Asking CDN \$30,000. Please contact me David Watson at (905)-515-2878

**1999 Carrera 911;** 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 54,000 km on the motor. Price: \$ 27,500.00. Contact: Keith Bryer (705) 358-4037 or k.gb@efni.com\*

**2001 Boxster S;** 2001 Basalt black metallic Boxster S is for sale. 6 speed, M030, 18" turbo twists, 140,000kms, golden tan full leather interior, perfect top, new rear window, all option codes on hand, wind scarf, upgraded factory Hi-Fi system, certified and E tested. Red Brembos, drilled rotors, No dings, not a panel repainted, vinyl bra on leading edge of the hood and front bumper. No winters.....ever! Car is stored indoors under cover with a battery saver in place. Price: \$19,995. Contact: Susan Barry (705) 444-1314 or catwoman114@gmail.com\*

**Car Cover;** Porsche Tequipment car cover P/N PNA-508-996. Fits 996, 997, but with NO rear wing. Comes with cable and lock. Cost me \$300 in December 2009. Located in GTA West. Price: \$165. Contact: Francois Faust at ffaust@sympatico.ca\*

**911 Interior Parts (OEM 74 - 89);** OEM Front leather seats (driver-side is 6 way electric adjustable) in excellent condition - driver \$395, passenger \$295 (\$595 for pair). Left & right sun visors with vanity mirrors in excellent condition, burgundy with black trim with pivot brackets included \$125 ea. (\$190 for pair). OEM Rear side panels \$150 ea. (\$225 for pair). Center Console with storage box cap in black & Maroon needs some TLC \$75. All plus shipping & handling unless you want to pick up. Contact: Patrick Ferrier at patf@mcgrawhill.ca\*

The Mart is a free service to UCR members.  
Non member; \$25 per/Ad.

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

Ads are subject to editing and will run as space permits  
for 2 months only, unless other arrangements are made.

Please note that The Mart is running on a one month cycle.  
Get your ad in by the 1st of the month to appear  
in the next month's issue.

**OEM Hollow Spoke Turbo Twist II Wheels;** Set of Turbo Twist II that came on 996 2001-2005 Twin Turbo... 18X8 ET50 & 18X11 ET45, Bolt Pattern is 5X130. These are the more Desired HOLLOW SPOKE Version which are 24lb Lighter than the Solid Spoke Version that came on early 2001 Twin Turbo and 2002-2005 C4S and the Condition is 8/10... They have a Few Minor Surface Scuffs and Scratches. Will fit the following P-cars without spacers: 964 Turbo, 964 Turbo S, 964 America Roadster, 964 Special Edition C4 Widebody, 993 C4S, 993 Carrera S, 993 Twin Turbo, 996 Twin Turbo, 996 C4S. Will also fit 997 and other Porsche Models with Spacers. Price: \$1,400. Contact: Farzooq Sayed at zookie\_85@hotmail.com\*

**Half Shafts For 911;** Complete Axle w/two CV Joints, Boots, and Bolts 911, (85-89). 91133202414. To purchase send me your email & address for billing & shipping. Price: \$295.00 Contact: Patrick Ferrier at patf@mcgrawhill.ca\*

**2006 Cayman S;** 2006 Cayman S, 89,000 km, White.  
Price: \$37,000 Contact: Joeie Tsang at (647) 890-0082 or  
chenminghuan@msn.com\*

\*These ads were copied from the UCR website. For many more listings, please go to 'Classifieds' at: [www.pcaucr.org](http://www.pcaucr.org)

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# PERIPHERAL VISION



**John Adam**  
UCR Historian

**T**he days are getting a little longer and my thoughts are turning to getting the P-car out of storage when we finally get some really nice days, or mild ones at least.

Scheduling is getting a little more complicated these days. The 56th annual Porsche Parade will be held in Savannah during early August and on-line registration will be open on the PCA website as of March 8th. Earlier, I wrote about our plan to fly to Parade out of Buffalo. Normally I'd make a road trip out of it but this summer the UCR Club Race at Mosport bumps directly into the Parade schedule.

The UCR DE schedule is already over half full for the 2011 season. If you are planning ahead for any out-of-region events, NNJR hosts a three-day event from June 3 – 5 at Mid-Ohio, which has always been a big favourite at our house. It often rains there so their three-day weekend is the best way to ensure that you get decent track time should the weather turn against you. NNJR Driver ED registration should be open two months before the event date and I'd recommend Mansfield as the place to stay. Travelodge had an amazing rate of \$41.00 for June.

Track dates at Watkins Glen are rather interesting. Several PCA Regions have back-to-back dates that could have you on track for ten days in a row, from June 17 to the 26, with Zone 1, Connecticut Valley, Niagara and Potomac region dominating that part of the WGI schedule. It's easiest to check The Glen web site at [www.theglen.com](http://www.theglen.com) and pick your poison. We have always stayed in Corning rather than Watkins Glen and we've had no regrets. There's easier access and better dining but the motel rates were all over the place when I last checked and I wouldn't expect to have to pay more than \$75 a night.

I'm sure you'll find accommodation that works best for you. You might also consider taking some extra time to enjoy The Corning Museum or the Finger Lakes area wineries, especially if SWMBO\* is along.

The Porsche AG factory magazine, Christophorus, is now in its 60th year and provides information on the company's activities and products. It is entertaining and provides lifestyle stories, motorsports reports and cultural features. Christophorus was founded in 1952. It is available in five languages, contains an international section covering topics from around the world, and a regional section aimed at Porsche customers in specific countries.

The bi-monthly issues can only be obtained through yearly subscriptions, which you can order online at the Porsche AG web site. You will receive a copy every two months for 24 Euros per year. Subscription payments are made through credit card payment only and orders can be placed through the web site at: <http://www.porsche.com/canada/en/accessoriesandservices/christophorusmagazine/subscription/>

Let's hope that we see you at an event in 2011. We expect to have a great time!

\* SWMBO = She Who Must Be Obeyed 

# BOARD MEETING

## Minutes for February 1, 2011 - Submitted by John Van Atter, UCR Secretary

**Held at:** Old Country Inn, 198 Main St Unionville

**Attending:** Matthew Au, Mike Bryan, Del Bruce, Mike Edmonds, David Forbes, Mario Marrello, Otto Mittelstaedt, Walter Murray, Tim Sanderson, Horst Petermann, John Van Atter, Kye Wankum and Phil Downe

**Regrets:** Patrick Michaud, Tomiko Murk & Martin Tekela

**Meeting Open: 6:40 PM**

### Mario Marrello

#### Introduction

- Confirm Objectives and Agenda

### John Van Atter

- Review and approval of November minutes
- Graham Jardine's name was removed as attending and "Ski day Tom Tutsch and Don Lewtas at Osler cost \$70.00 including HST with an après-ski reception to follow at Tom's home near Osler per person March 4th" was corrected to appear as "Ski day Tom Tutsch and Don Lewtas at Osler cost \$70.00 per person including HST with an après-ski reception to follow at Tom's home near Osler March 4th"
- Moved by Horst Petermann and carried unanimously.

### Mario Marrello

#### Membership report

- We have grown again with 1,662 primary members, up 5 from November. 1,109 affiliate members bring the total to 2,792, up 7 in total from November and up 247 for the year.
- Going forward we will report year to date numbers in meetings.

### Matthew Au

#### Treasurer's report

- Revised 2010 net income is \$33,833.00
- The main difference from what was reported at the last meeting being the Canada Post invoice of \$1,075.00 for the December mailing of Provinz, and a number of other minor adjustments.
- As of today, cash on hand is approximately \$185,500.00. \$60,000.00 in GIC, just under \$3,000.00 in USD account, and the rest in our Canadian account.
- Walter Murray moved; "that Matthew, in consultation with David Forbes, decides which is the best avenue for investing up to \$100,000 with a Canadian Financial Institution", seconded by Mike Bryan, approved unanimously.
- Need to consider who should prepare and more importantly, sign and file our HST return, which is due on March 31, 2011.
- Amount owing is approx. \$6,700.00. It was decided that Tomiko will be responsible for signing and filing the HST return. Matthew and Graham will discuss the arrangement with Tomiko.

### Horst Petermann & Mike Edmonds

#### 2011 Club Race Budget Review

- Since 2004 the club race has had an average profit of \$2,455.00.

- an increase in budget of approximately 10% to \$77,000.00 based on 80 racers, which is a conservative estimate compared to 98 racers last year.
- looking at adding more sponsors for the weekend.
- Mike Edmonds moved, that the budget be accepted seconded by Walter Murray, passed unanimously.

### Walter Murray

#### Insurance Chair Resolution

- Resolved, that Richard A. Bain, acting alone, is hereby empowered to sign on behalf of the Club applications for insurance coverages, notices in connection with Club insurance matters, certifications and the like, to third parties attesting to insurance coverages, and is also empowered to give instructions and guidance as regards insurance matters, and matters related thereto, to organizers of any of the Club's events, seconded by Horst Petermann passed unanimously.

### Mike Bryan

#### Update on External Communications and Membership

- A general discussion took place on how to welcome new members and retain existing members.
- Mike advised that UCR members account for 20% of Porsche owners in our region. Walter Murray moved, seconded by David Forbes that we set a goal of 25% penetration in the registered Porsche owners, passed unanimously.
- The letter to lapsed members has been revised to ask for feedback on the reasons for leaving.
- Mike will divide a list of new and lapsed members among Board members for them to call personally.

### Meeting with Porsche Cars Canada

- Except for already established UCR contacts, Porsche Canada would prefer all communications to be initiated through a single contact: Mike.
- The meeting was to seek common ground and look for opportunities of mutual interest. It was agreed to share events calendars.

### Camp 4

- Porsche Canada had hoped for a greater number of UCR Member registrations
- Several reasons for low UCR member registrations were discussed
- The target market was unclear
- Tuition was considered high, depending on the amount of duplication of some of the IDS and DE training.

### Status of Open House

- Seeking a venue with sufficient indoor space to create a more comprehensive Open House.
- Mike Bryan moved a budget request for up to \$1,500.00 for venue and promotional expenses – passed unanimously. >

## > Phil Downe & Kye Wankum: Provinz

- The Provinz Team meeting was held on January 10, 2011 at the offices of Aurora Financial/Jeff White.
- A consensus was reached on the direction of Provinz and the business plan for the next two years, which conforms to last month's discussion, which is already on the record.
- February's issue of Provinz is going in the mail this evening.
- Board members were asked to notify Phil when they received their mailed copy.
- Advance copies were made available for the board. They may hand the copies they receive by mail to prospective new members.
- The February issue introduced two new advertisers for 2011, thanks to Jeff White:
  - Orangeville AutoSport, ½ page colour (a one-year commitment)
  - Trust Transmission, ½ page colour, (three months)
- We encourage everyone to provide these new advertisers with an opportunity to compete for your business
- Phil and Kye presented a business plan for Provinz last month.
- The only outstanding issue was the discretionary spending.
- The following resolution is proposed by Phil Downe:  
*"Resolved, that the Provinz Editor and Publisher, acting together and upon mutual agreement, are hereby empowered with conditional spending authority of up to \$2,000.00 in any given quarter for the purposes of improving, operating or promoting Provinz magazine and matters related thereto. The condition being that the total cost of Provinz, expressed as cost per member per month, including the additional expense, be maintained or returned within two issues from the date of the expense, to an average of not more than \$1.00 per member per month as per the business plan". Seconded by Walter Murray, approved unanimously.*

## Other Business

**Walter Murray: By-Laws:** review is in process

## Kye Wankum: Concours:

- This year, the Concours co-chairs will be Richard Shepard and Chris Ralphs, with Otto Mittelstaedt and Kye Wankum as co-organizers.
- Looking at June 12th at Mosport in conjunction with the Driver Education event but in a separate area and using a separate gate.
- Insurance issues carry added complications for having spectators, with the Concours being specified a 'moving event', and waivers being required, plus additional waivers being required by Mosport itself.
- Yet to be investigated are: the best possible location within the Mosport grounds, possibility of payment for use of land being demanded by Mosport, outside food vendors being allowed within Mosport, logistics of on-track parade laps by Concours participants.
- Updates to follow at next Board Meeting

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

- All rallies and fun runs (five or six at this point) are in the planning stages. A great year is expected.

## Mario Marrello: Succession Planning/Socials/Autocross/tech Sessions:

- Succession planning is underway
- Laurance Yap from Porsche Cars Canada will be the speaker in March
- Dates have been confirmed for autocross at the Toronto

Star. They are; April 17, May 29, Sep 11 and Oct 9.

- Ilker Starck has offered up his store (Sports Car Boutique in Richmond Hill) to hold the first of possibly many annual technical events. Ilker would like to have a session scheduled in early April, as he is expecting representatives from Pagid (Brake pad manufacturer). We need to act quickly to get this publicized and promoted as for this year; time is short. Tim Sanderson will work with George O'Neill (our new tech editor) to get this arranged.

## Otto Mittelstaedt: Web Site:

- Mike Edmonds to look at club race pages on pcaucr.org to see if any changes needed.
- Tim Sanderson to let me know if tech session info available to go out in February email blast.
- UCR dealer ads still a problem. Will give it another month to see if changes needed.
- February email blast will be done in the next few days.
- Some biographies and pictures of board members are still lacking.

## Phil Downe:

- Announced the street plan for the Yorkville Exotic Car Show, which is scheduled for Father's Day, Sunday, June 19, 2011 on Bloor Street in downtown Toronto, from Avenue Road to Yonge Street.

## Del Bruce

- First IDS is 50% sold – second event sold out.
- All DE preregistrations are approximately 25 % ahead of this time last year, with the exception of NNJR, which is down 35%.

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

**Meeting adjourned at 9:40** 🌀



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*Club Racing*  
**Mike Edmonds**

*Concours Co-Chairs:*  
**Richard Shepard**

**Chris Ralphs**

*Fun Runs*  
**David Forbes**

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| Bulloch Tailors .....                 | 43  |
| Confidential Recycling Services ..... | 62  |
| Continental Tire Canada .....         | IFC |
| Dent Doctor .....                     | 62  |
| Designer's Optical .....              | 25  |
| Downtown Porsche .....                | 40  |
| E.U. Autowerks .....                  | 44  |
| Forest Hill Real Estate.....          | 43  |
| Furtmair Auto Services Inc .....      | 8   |
| Humbertown Jewellers .....            | IBC |
| Hunter Motorsports .....              | 11  |
| Kumho Tires .....                     | 45  |
| Lant & Co. Insurance .....            | 11  |
| MantisSport .....                     | 10  |
| Maurice Bramhall & Associates .....   | 62  |
| McKinnon Heating .....                | 55  |
| Michael A. Coates Web Design .....    | 61  |
| Nineapart .....                       | 9   |
| On-Wall Solutions .....               | 41  |
| Orangeville Autosport .....           | 37  |
| Paragon Competition .....             | 46  |
| Pedros Garage .....                   | 60  |
| Performance Group of Funds .....      | 40  |
| Pfaff Porsche .....                   | 23  |
| Pfaff Tuning .....                    | 27  |
| Porsche Cars Canada .....             | 42  |
| Restoration Design .....              | 27  |
| Speed Merchants .....                 | 29  |
| Sports Car Boutique .....             | 19  |
| Targa Newfoundland .....              | 46  |
| Trust Transmission .....              | 37  |
| Whale Tail .....                      | 62  |

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