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# rovinz

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Cover photo: Our UCR Photo Editor, Eshel Zweig, was lucky to be invited to the recent Porsche World Roadshow event; please see the coverage inside. Photo by Eshel Zweig.

# PRESIDENT'S MESSAGE



Mario Marrello
UCR President

ovember already! Looking back at my year as UCR president, I'm happy to see that it was a good year for UCR. This past year has been an exciting time for our club. If you follow the numbers, you know that UCR has grown significantly in membership this year, but even that is not as important as ensuring that these members see the value in joining the club. We continue to make great strides toward providing new members with opportunities to experience UCR. We can see evidence of this with the increased attendance and, in some cases, even record attendance at certain events.

The big event in November is our 35th Anniversary Gala. This party is our way of celebrating 35 years of UCR, our membership and all the great people that volunteer their time to making this club one of the best in PCA. Martin Tekela has put together a great soiree. If you haven't already registered, you should do so very soon, as space is limited and time is running out. The Gala will be on Saturday, November 19, at the Westin Harbour Castle in Toronto's bustling waterfront. The cost is \$76/person (+tax) to mark 1976 as the year UCR was chartered.

Our December social is coming back! Isabel Starck, our socials chair, is also working to bring back the December outing after a few years off. Details have not been finalized as I write this, but please check details on the socials page of the website.

The social in November is also the annual general meeting to elect the next board. The biographies and the ballot were in last month's Provinz, but if you prefer you can vote online at pcaucr.org.

I do need to say that this year's board of directors was an exceptional team. The combination of experience, energy and enthusiasm came together in a great way. I must extend my thanks to all of the board members for their contribution this past year. It was a pleasure working with all of them.

I wish to say a few words to thank three outgoing members of the board:

Martin Tekela has completed his term as past-president. Martin was a great mentor, and I thank him for giving me the opportunity to take over the president's role.

Patrick Michaud, our president in 2008, participated as a director on this year's board. Patrick was instrumental in forming this board and I am grateful to him for putting together this great team.

Finally, John van Atter, a president in 1999, is stepping down as secretary. John was a great resource, bringing the wealth of years of experience with the club. I always welcome his words of advice.

I owe this year's success to all of the volunteers, chair persons, board members, partners and supporters that contributed their time, energy and sponsorship. Success of a club like ours only comes from teamwork. Thank you all!

Until next time, take care and drive safe, Mario Marrello



# **2011 Calendar of Events**



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

JANUA	ARY		JULY		
11	Tues	UCR Social Meeting at Boom Restaurant, Toronto	9 12	Sat Tues	Bear Manor Fun Run UCR Social Meeting at Downtown
FEBRU	JARY		15-17	Fri-Sun	Porsche NNJR/UCR Driver Ed at Mosport
8	Tues	UCR Social Meeting at Mandarin Restaurant, Rexdale	23-24	Sat-Sun	Porscheplatz at the ALMS Race at Mosport
26-27	Sat-Sun	PCA Tech Tactics in Easton, PA	29-31	Fri-Sun	PCA Club Race hosted by UCR at Mosport
MARC	н		31 - Aug	6	PCA Porsche Parade, Savannah, Georgia
4 8	Fri Tues	UCR Ski Day at Osler Bluff Ski Club UCR Social Meeting at The Musket	AUGU	AUGUST	
° APRIL	Tues	Restaurant, Etobicoke	7 9	Sun Tues	Collingwood Fun Run UCR Social Meeting at Pfaff Outlet Oakville
12	Tues	UCR Social Meeting at Mimico Cruising Club	27-28	Sat-Sun	UCR Driver Ed at Shannonville
16	Sat	UCR Skid Pad School at Mosport (IDS)	SEPTE	MBER	
17	Sun	UCR Autocross at the Toronto	10	Sat	UCR Rally #2 – postponed UCR Autocross at the Toronto Star
30	Sat	Star facility in Woodbridge UCR Skid Pad School at Mosport	11	Sun	facility in Woodbridge
MAY		(IDS)	13 16-18 24-25	Tues Fri-Sun Sat-Sun	UCR Social Meeting cancelled Targa Manitoulin UCR Driver Ed at Mosport
	Sun	UCR Open House at Canadian Air & Space Museum, Downsview Park	ОСТО		
7 10	Sat Tues	Muskoka Spring Fun Run UCR Social Meeting		Sat	Muskoka Fall Fun Run
14-15 28	Sat-Sun Sat	Driver Ed at Mosport Beaver Valley Fun Run	9	Sun	UCR Autocross at the Toronto Star facility in Woodbridge
26-29	Thu-Sun	Zone 1 Club Race at Watkins Glen	11	Tues	UCR Social Meeting at The Musket in Etobicoke
27-29 29	Fri-Sun Sun	UCR Spring Tour UCR Autocross at the Toronto	15-16 22	Sat-Sun Sat	Driver Ed at Mosport UCR Rally #3 - Details TBD
JUNE		Star facility in Woodbridge	NOVE	MDED	
10 11-12	Fri Sat-Sun	UCR DE Instructor Day UCR Driver Ed at Mosport	8	Tues	UCR Social Meeting and Election at Mimico Cruising Club, Toronto
12	Sun	UCR Concours d'Elegance at Mosport	19-20	Sat-Sun	Zone 1 Autocross at Tobay Beach, Long Island, N.Y.
14	Tues	UCR Social Meeting Piazzetta2 at 936 Eglinton Ave. West	19	Sat	UCR 35th Anniversary Gala at Westin Harbour Castle Hotel, Toronto
17-19 19	Fri-Sun Sun	Zone 1 48-Hours at The Glen Yorkville Exotic Car Show	DECEI	MBER	

UCR Rally #1

# DECEMBER

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

# SOCIAL EVENTS





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

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

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

# **Upcoming Events**

# Tuesday, November 8

Mimico Cruising Club, 200 Humber Bay Park Road West,
Toronto, M8V 3X7 (416)252-7737
www.mimicocruisingclub.com
Speaker: Tim Sanderson and the
Northwest Atlantic Motorsports Team

Our friends at the Mimico Cruising Club welcome us back for our November Social. Located just 10 minutes from downtown Toronto in the beautiful Humber Bay Park West, it is nicknamed 'An Oasis In The City'. The evening's speakers will be the members of the Northwest Atlantic Motorsports Team, headed by PCA/UCR member Tim Sanderson. Their recent running in the 10th Anniversary Targa Newfoundland will surely be interesting for our racing enthusiasts. Join us and get an inside look at what it takes to plan, prepare, and race in such a gruelling seven-day event.

# Tuesday, December 13 Pfaff Tuning, 33 Auto Park Circle Woodbridge, L4L 8R1 (877) 905-3509

Pfaff Tuning, a division of the Pfaff Automotive Partners, provides unique tuning solutions for luxury performance automobile enthusiasts. We offer a wide variety of performance aerodynamic and appearance upgrades for a full range of premium import manufacturers, including Audi, Bentley, BMW-Mini, Ferrari, Mercedes-Benz, Porsche and Volkswagen. The event will feature food and drinks courtesy of the Pfaff team.

# Past Events: October Social at The Musket in Toronto

Photos by Isabel Starck

This past October saw us return to The Musket for our yearly Club Social "Oktoberfest". A number of guests joined together for delicious German Draft Beer and the tastiest Schnitzel in the GTA. Following dinner, we had a few special presentations scheduled for the evening. Richard Shepard, the Concours Chair and newly Appointed UCR Advertising Chair, presented the Canadian Red Cross with the official donation raised during the Concours d'Elegance this past June, in the amount of \$1,600.00. The Car Studio Duo of David Hazan and Steve Campion enlightened us with a visual display of 'Immortalizing Your Ride', their take on capturing the essence fo what our beloved cars mean to us. One lucky member was up to win a photo shoot and poster of their ride. Congratulations to lucky ticket holder Mike Edmonds. We look forward to seeing your car Immortalized.



# WELCOME!

# MEMBER

Name

Michael Betel & Sherri Brown Robert Bowman & Mary Atwell Christopher & Julie Bullen

Luis Cabral Ming-Tut Cheung Etelka & Vito Curalli Shawn & Shaena Dearman Warren & Zachary Dehan Robert Dilella

Douglas Divorty & Diana Hiltz

Allan Dougall Noami Ebata Euan Ferguson Vito Figliomeni Paola Fiocco Greg Greeham Gina Gross & Mike Deluca

Grea Guichon Scott Hudson Olga Jmanskaya Rene Kalonji Mark Kaplan Brian Kendall Grigorii Khizviiaev Vitaly Kurdyumov

Kuok Kit Lau

Location Toronto Stouffville Newmarket Toronto Toronto Brampton Belleville King City Mississauga

Toronto North Bay **Toronto** Barrie Kinasville Brampton Toronto Lakefield Toronto 0akville Thornhill Toronto Toronto Gravenhurst

Aurora

Gormley

Toronto

Model 01-911C4 95-911 01-Boxster 06-911C4S 11-Panamera 12 Cayman 00-911 04-911T 03-911 02-911

12-Cavenne S 12-Cayenne T 05-911 12-Cayman R 02-911 08-911 GT3 06-Boxster

12-Panamera SGT 69-912 08-Cayenne S 11-Panamera 08-911

11-Cayman S 12-Cayenne 12-Cayenne S 12-Cayenne

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**Continued on page 15** 

CONGRATS!

# IVERSARIES

Heinz Loth

YEARS **Howard Dexter** 

/EARS

Barry & Virginia McKee

YEARS Mark Baun

**YEARS** 

Marc Stevens

**Del Bruce** Sean & Alexandra Casey Ian Cooper Frank Rattasid

YEARS

Don Ackerman David Hacker Terena I am Catherine Martin Richard & Yvette Morelli Michael Nesbitt

**Debbie Strang** 



or call Angie or Mark Herring ucrmembers@xplornet.com

# EDITOR'S RAMBLINGS



**Kye Wankum** Editor

his month, we have a very mixed bag of contents, as we head into – dare I say it? – Winter. But then, winter too, can bring some driving enjoyment. Many of our Porsches now stay on the road pretty much year-round. For those seeking driving thrills beyond the roads and highways of southern Ontario, there are options, short of heading south. There is the ice racing season up in Minden (simply google 'ice racing minden ontario'), plus, Porsche Cars Canada is back with their second annual Camp4 winter driving event in Quebec - see page 40 in this issue.

We have an article on properly storing your Porsche over the winter by our Tech Editor, George O'Neill, for those who'd rather put their favourite automobile away during these nasty months (you can tell I'm not a skier). For those who have been toying with the idea, there is an account by Garth Stiebel, Associate Editor of Provinz, on taking the UCR IDS (Introductory Driving School) and his subsequent participation in his first UCR DE (Driver Education) event. Start planning now for next spring!

I have also included an account of the Mosport American Le Mans Series race, plus the results from the final race of the ALMS season at Road Atlanta. This may all be a little late coming but I could not forego the opportunity of publishing some of Eshel Zweig's fantastic photographs from Mosport, plus there are informational titbits there that may be of interest to the uninitiated where this series is concerned.

This month, we bid farewell to Phil Downe, as Publisher of Provinz. Phil came aboard the Provinz team three years ago and, if you were a member for that duration, you will have noticed the leaps and bounds this newsletter made over that period of time. Phil was tireless in thinking up new

story series, contests, membership growth promotions, and in bringing new advertisers on board, while always trying to give all of our advertisers added value through articles, event involvement and other promotions. Wherever the opportunity arose, be it at the DE drivers' meetings or at the UCR Socials, Phil would get up and promote Provinz and our advertisers, asking the membership to give our supporters a chance for their business.

Last, but certainly not least, it is through Phil's innovative thinking and marketing savvy, and his very quick understanding of how the building blocks of a publication are put together, that Provinz, while being bigger and better than ever (at least where number of pages, colour content, quality and diversity of contents are concerned), is now in the best financial shape it has been in, possibly, the past twenty years.

The Provinz team will miss Phil as Publisher but we can all be sure that we haven't seen the last of him. So, when you next see him at a UCR event, give him a good whack on the shoulder to show your appreciation for countless hours of hard work, a 110% commitment, and a job really well done. Phil and I developed a great working relationship after a pretty rocky start and I will now miss having him around to bounce issues back and forth with.

Lastly, I have included the answers to the UCR Who's Who Contest published in September. If you didn't enter it, that's really too bad — you should have just gone in guessing anyways. Whether you entered or not, have fun discovering Who's Who in UCR, by going back through your September edition and the answers within this issue.





# THE WAY WE WERE...

## 35 Years Ago

This was the first issue of Porsche Provinz but no background for the new name was given. Stephen Rush had assumed the presidency, having taken over from Geoff McCord. H.J. Pfaff Motors was the advertiser on the inside front cover. The dealership supports the club to this day! In an interview, Hans Pfaff suggested that production of the 911 might end in 1980; the future was in water-cooled engines. The new 1977 911 retailed for "over \$20,000". The rant of the day was by Les Smith with his views on radar detectors. Membership had reached 70.

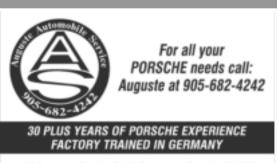
# 25 Years Ago

H.J. Pfaff Motors congratulates UCR on the occasion of its 10th anniversary banquet. Our monthly social meetings were held at Gasthaus Schrader and I miss the conviviality of those sessions. New Porsche sales were reported as 1,300 annually. Sales of the 944 exceeded those of the 911, while sales of the 928 matched the 911. Base price for the 911 was \$68,500. Banquet guest speaker was to be old-timer Geoff McCord. Bruce Farrow had a lot of parts for sale.

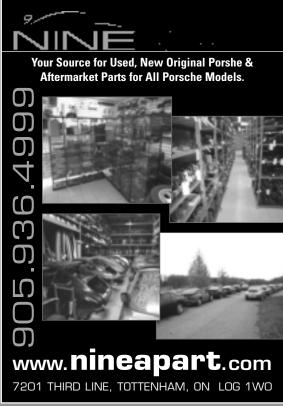
# 15 Years Ago

Keith Andersen was a new member as was Greg Moisley, now at Pfaff Porsche. President Botho von Bose talked about Cynthia Brown's plans for the Awards Banquet, where Jim Kenzie's band would be playing. Jay Lloyds favored us with an article about prepping race cars in Hong Kong. Super Dave Osborne wrote about using street tires rather than race tires on the track.

Contributed by John Adam, UCR Historian 🛞



113 Cushman Rd. Unit 24 St. Catharines, Ontario L2M 6S9 email: augusteauto@cogeco.net





# DRIVER ED



# **UCR Driver Ed Dates for 2011!**

Mark Your Calendars Now!

## **Introductory Driving School**

Saturday, April 16th - Mosport Training Facility Saturday, April 30th - Mosport Training Facility Saturday August 27th - Shannonville Facility Loads of Porsche Fun with Lunch Provided - 9 Safety!

# **Driver Education Programme**

Saturday & Sunday, May 14th & 15t Mosport Grand Prix Track

Saturday Evening Munchie Buffet Social and Draw included!

## Saturday & Sunday, June 11th & 12th Mosport Grand Prix Track

Saturday Evening Track Walk with Refreshments! A must for an "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

ening Dinner Social where someone will win a set

# The 2011 UCR Driver Ed Season has come to a close.

Please check this page and the UCR website for the 2012 UCR DE dates, to be released in the near future!

day, September 24th & 25th rix Track

Munchie Buffet Social and Lunch Time

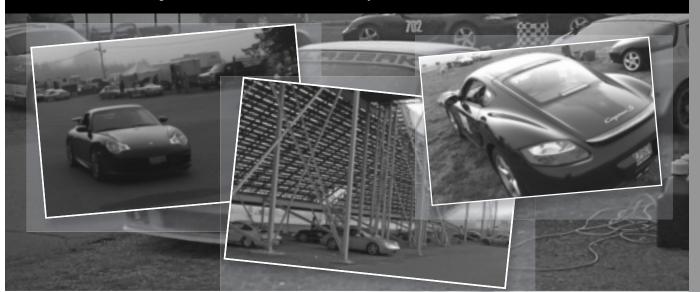
## ay, October 15th & 16th t Mosport Grand Prix Track

ant with German Beverages and a Spanish BMW, Audi, Mercedes Welcome!

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

# **UCR DE at Shannonville**

Photos from the August 2011 UCR DE event at Shannonville by Garth Stiebel





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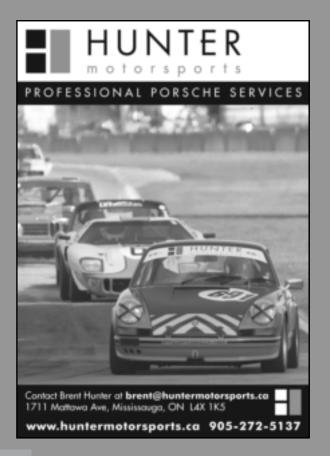
# LETTERS TO THE EDITOR

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



# Preparing Your Porsche For Winter Storage

by George O'Neill, UCR Tech Editor

iving in Canada we have two choices when it comes to what we can do with our vehicles during the winter; one - drive them; or two - put them in storage. If you are like many of our club members, you will have at least one special vehicle you do not wish to drive during the winter months, and most likely that vehicle is a Porsche. This always leads to the question: "what is the proper way to store my Porsche to protect not only the outside look but also the mechanical well being of the vehicle?" This is a question I have had over the years and am seeking the "right" answer for, or perhaps more appropriately, a "better" answer, since there are many opinions on what to do.

Unrelated to the car's value but, rather more related to how busy my business has been, I have gone from just parking the car and doing absolutely nothing to prepare for winter storage, which I would not recommend, to doing everything possible that could be done, which is most likely a bit overkill.

When I do have the time to be thorough, following are the ten steps I generally take to get my car ready for its winter hibernation, in more or less the order I do them.

- 1) Go Shopping: I drop in to my local Canadian Tire and stock up on a bottle of fuel stabilizer, some car wash, a good quality car wax, wheel cleaner, leather cleaner and conditioner, glass cleaner, sponges, towels, chewing gum and the latest issue of Excellence magazine.
- 2) Once Around the Block, James: I pick a nice fall day and go for one last drive of the year. In turbo cars I spool up to use the waste gate, and in all I shift though the gears many times to truly just enjoy the drive. I take photos to refer to later during those winter days when I long for getting the car out for a drive. Oh yes, I also chew some gum.
- 3) Prepare the Cave: Ideally I have an inside parking spot. I sweep the floor and ensure the walls and ceiling are all as clean and dust free as



practical. I try to ensure my space has at least one electrical plug for a battery tender or charger. To stop moisture from coming up from the floor and possibly encouraging rust to form on the undercarriage I place a thick (6mm+) poly sheet on the entire floor space where the car will be parked. I once stored my 928S for two years on a poly sheet placed over a partial concrete and dirt floor and afterward there were no signs of moisture on the underside of the car.

- 4) Fill 'er up: I get out my Visa and Aeroplan cards and go over to my local gas station and fill the fuel tank to the top, all the way. I retrieve that bottle of fuel stabilizer I purchased and pour it in the tank. This helps to ensure moisture does not form in the tank as air cools and warms during the winter days and nights and so the fuel maintains its proper chemical properties during storage. I once worked at a gas station when in high school and I still remember the father of a classmate who brought in his 1976 Corvette for its first fill-up after a long winter storage, and the car would barely run. I asked him if he had used any fuel stabilizer before storing the car, and he said he had not. Case in point. A few hours later after consuming most of the new tank of fresh gas, he drove back in and the car was working fine. Ever since, I have used fuel stabilizer in every gasoline engine I own, including Porsches, Suzuki dirt bikes, Homelite leaf blowers, Lawnboy lawnmowers, the go-kart I built in junior high... you get the picture. I recommend everyone does the same.
- 5) Wash 'N' Wax: Now comes the fun part, that is, if you really love your Porsche. I get out all those cleaning products I bought and thoroughly wash and hand wax the car. Rubbing the water and soap filled sponge over the smooth sensuous humps of a Porsche is second to only one other thing. You figure out what that is! I ensure to clean the brake dust off the wheels as this dust is especially corrosive, I polish any chrome trim items and muffler tips, I clean all the windows, and I put some tire shine on each tire, including the spare tire just for good measure. I also thoroughly clean the inside of the car and trunk, taking this opportunity to clean every nook and cranny so when I get the car out in the spring I am ready to roll. As well, getting the interior clean eliminates the chance

# **Pro Tech Tips**



For proper winter storage, at a minimum, do:

- 1) Wash and wax you car and thoroughly clean the inside
- 2) Fill gas tank to the top and use a fuel stabilizer
- 3) Pump up the tires and remove the battery
- 4) Change engine oil and filter

for mold or mildew to form over the winter. I once neglected to clean the backseat center console tray in a car my two young kids often sat in, and just after three months of storage it looked like a science experiment was taking place back there. I do not recommend letting that happen. Some people even go as far as putting a couple of mothballs inside the vehicle to keep the air fresh and to discourage any critters from entering.

- **6) Change Fluids:** This step may be better left to a mechanic if you do not have the equipment or desire to do this yourself. Following the instructions from Porsche, I change the engine oil and filter and brake fluids, as a minimum. The reason is that contaminants can be in these fluids and may harm the engine and brake components when operated again in the spring. Used oils tend to absorb water and if this water sits over the winter it can lead to corrosion. If I am really keen, I also change the transmission and axle fluids for similar reasons. In addition, I like to change the engine coolant and I ensure the windshield washer fluid is topped up with -40 degrees Celsius winter blend product so it does not freeze.
- 7) Pump Up: I am not one to advocate storing cars on jack stands or lifts, unless you plan to work on the car for some reason while it is in storage. Rather, I like to pump the tires to 40-45 psi each and let the car sit on the floor. I do this partially because I want the car to be able to be rolled in case it needs to be moved, say in an emergency like a fire in the building it is being stored in, and because of everything I know about modern radial tires that says these tires are not really prone to being flat spotted if they sit in one place for a few months with adequate pressure. An additional benefit is that if you want to take the car for a drive on a nice winter day, it does not take too much effort to get the car out.
- 8) Fog The Motor: Back in the day we would take a can of Amsoil and spray into the engine's carburetor until the engine stumbled and then we would shut it off. This is still done for some outboard engines

and other engines that are stored for long periods of time. I have not done this to a Porsche motor so I would not necessarily recommend it, but in theory what it does do is coat the inside of the engine cylinders and pistons with an oil film that will be there to lubricate the engine when it is re-started. The most wear in an engine occurs when it is first started. But what I have done is take some WD-40 oil and spray it inside the engine air inlet after the air filter, and inside each cylinder after the spark plugs were removed, to coat these areas. Getting the plugs out of some Porsche engines can be a lengthy process, so you may want to plan on replacing the plugs at the same time if you do this, and only if you plan to store the car for a number of months. Otherwise, starting the car every few weeks may be fine without taking the time to inject this oil.

- 9) Remove the Battery: Ideally I like to remove the battery and store it in an area that is heated. If your car storage location is already heated, you may be able to leave the battery in the car and add a trickle charger to keep the battery voltage topped up. In any event, you want to consider how to keep the car secure during storage, and how you will get back into the car to check on the battery or replace it, as needed. My 996 front trunk opener is electric, and the battery compartment is located within this trunk. So, if there is no battery in the car, or if the battery is dead, it takes some extra steps to get the trunk open once shut. There is a jumper cable connection under the dash inside the fuse panel to be used in such circumstances. Also remember to locate your radio code as it will be needed to re-activate the radio if your battery has been removed. The code should be in your owner's manual, and if not, contact your Porsche service center for assistance.
- 10) Miscellaneous Stuff: I like to plug each exhaust outlet with a cloth (adding a sticky note on the dash to remind me to remove the clothes before starting the engine again) so no rodents try to make a home in there. I turn off all electric accessories before removing the battery, I shut off the heating system and close the air vents, and I cover the car with a breathable car cover if stored indoors. If stored outdoors, I use a weatherproof cover designed for cars. Never use a general-purpose tarp, which may hold in moisture.

Ensuring your car is properly prepared for its winter storage will help ensure the optimal operation of the vehicle for many years to come. There are perhaps other steps people do as well. If so, please share them by sending an e-mail to George@ONeillRealEstate.ca and as always, please forward any new article submissions and ideas as well.

# Come Celebrate UCR's 35th Anniversary!

By Martin Tekela, UCR Past-President and Banquet Chair

On behalf of PCA/UCR, I am pleased to invite you and your guests to help us celebrate our 35th Anniversary. This Gala event will take place on Saturday, November 19, 2011 in the Regatta Room of the Westin Harbour Castle Hotel conveniently located in downtown Toronto, just south of the Gardiner Expressway.

The evening will start with a reception at 6:30pm and will be followed by a three-course, table service dinner starting at 7:30pm. Live music will be provided by The Neckties, a five-member band based in Don Mills. This group has performed for charities, corporations and associations for over 20 years and is the perfect group to help us party for our 35th! They are very customer-oriented and they play material that their audience can relate to. In our case, we'll be mixing some nostalgic 1976 tunes with current hits. After dinner, we'll be opening up the dance floor and the Neckties will do their best to get everyone up and dancing until after midnight!

A block of rooms has been set aside for our Porsche Club. Please make your reservations directly with Westin Reservations at 1-800-325-3535. You'll need to state

that you're attending the PCA/UCR 35th Anniversary Gala or just mention the words Upper Canada Region, UCR Porsche Club or Porsche Club of America to receive these special group rates. Please take advantage of this and don't even think of driving home after this gala party.

We're also trying to arrange a Porsche Car display in the covered circular driveway across from the lobby/reception. Please let me know if you'd be interested in parking your 1976 or newer Porsche for all to see. Off-site parking and regular hotel/valet parking is readily available for those who wish to bring their car to this event. In addition, the subway and Go Train is within walking distance of the Westin Harbour Castle.

This 35th Anniversary Gala will be honouring all club Past Presidents. As well, we will be honouring all long-time (10 year +) UCR members in attendance. We will also be honoured to have three special guests who will share their truly unique Porsche Experience with us. Toronto Star Columnist Lorraine Summerfeld, mechanic Aaron Prevost and our own Rick Bye will be on hand to describe in more detail a very unique track ride in a Porsche at Mosport. As well, we will

have Vu Nguyen as our guest representative from PCA National and we've also invited Paul Gregor from Porsche AG.

You can order Gala tickets directly from UCR at a special cost of \$76.00 per person, plus HST (\$9.88) for a total cost per person of \$85.88. Initially, we will be accepting cheques only, although we are looking into other means of payment. Please make your cheque payable to PCA/UCR, Inc. and put 35th Anniversary Gala in the reference. Please mail your cheques to David Forbes at 21 Brian Road, Bracebridge, Ontario, P1L 1A5. Please indicate if there are others that you'd prefer to be seated with. This Gala will have seating at tables of 8 or 10. This event will sell-out quickly as attendance will be restricted by the Regatta room capacity. Check the website often for news and updates.

Please remember to book your hotel room requirements directly with Westin Reservations at 1-800-325-3535 and be sure to inform them that you'll be attending the PCA/ UCR 35th Anniversary Gala in order to obtain the special rooms and rates that we've negotiated.

Please see the insert in this issue of Provinz

# **Zone 1**Auto Cross



The Annual Zone 1 Autocross has been postponed to take place on November 19th and 20th in Tobay Beach, Long Island, NY. Please see http://zone1.pca.org/ for more information.

## Jennifer Webb

Zone 1 Representative Porsche Club of America Tel: 514-235-0157 jenniferbischoff@hotmail.com

# **Save The Date!** Spring Tour 2012

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

# UCR DE at Shannonville (cont.) Photos from the August 2011 UCR DE event at Shannonville by Garth Stiebel



# **New members continued from page 7**

Dielay & Julia Laur
Ricky & Julia Laur
Janusz Maciag
Jay Mann
Thomas Marko
John Mastoras
Elena & Amir Mazinani
Doug McKittrick
Michael Oleynikov
Rodney Rolleman
Robert Rosic
Zeeshan Saeed
Mitchell & Faith Sherman
Brian Smith
Paul Taravati
Andrew Taylor
Greg Thomas
Graeme Thomson
Geoff Thrasher
Dave & Shelley Vickers
Max Watson
John & Marion Yates
Patrick Zaad
Michael Zitney

London
Mississauga
Toronto
Newmarket
Toronto
Richmond Hill
Thornhill
Bolsover
Ayr
Guelph
Mississauga
Toronto
Thornhill
Toronto
Toronto
Oakville
Oakville
Toronto
Tillsonburg
Burlington
Toronto
Toronto
Toronto

07-Boxster S
11-911 TS
07-911 T
08-Cayman S
04-Boxster
11-Boxster S
66-912
12-Cayenne
08-Boxster S
11-Panamera S
12-Cayenne
09-Cayenne
38-911
07-911 T
02-911
07-911 GT3
11-Panamera
03-911
34-911
08-Boxster SGT
12-Cayenne
12-Cayman
12-Panamera

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Downtown Porsche Downtown Porsche Downtown Porsche Trf-In Rennsport Downtown Porsche Pfaff Porsche Downtown Porsche Downtown Porsche

Downtown Porsche

Diels Metaelfe
Rick Metcalfe
Downtown Porsche
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Downtown Porsche

# My First DE Weekend August 27 & 28 at Shannonville Motor Speedway

By Garth Stiebel, Provinz Associate Editor

fter I took the Introductory Driving School (IDS) course on the Bridgestone Development track at Mosport in the spring of this year (the sunny, hot one, not the rainy, cold one) I decided to take my first DE at the Shannonville track. I'd been told Shannonville is more technically demanding than Mosport, though smaller. I was interested in learning as much as I could about handling my Porsche (a 2000 996), even though one can go much faster at Mosport. Opinions may differ and I claim no expertise in these matters – my own

opinion is likely to change as I become more experienced in high speed driving at various venues.

UCR had secured a generous discount at the Comfort Inn in Belleville and so, I set forth on Friday, August 26 for the drive from Newmarket. Rush hour traffic was as expected and I made landfall in Belleville about three hours later. The lot already had at least a half dozen other P-cars parked on it, including a couple on trailers. One of the other Provinz team members, Emily Atkins, was already there, with her 944 Turbo and I made the acquaintance of Randy and Carole Martin, hailing from St. Catharines in their 1972 Targa. Randy was enrolled in the IDS, which was running two days this time.

# **Day One**

Slept like a log, started off my day at 6:00 a.m. with bacon and eggs at a local greasy spoon and was registering at the track by 7:15. I was immediately impressed by the professionalism and attention to detail exhibited by the volunteers, both at the registration table and at the technical check, where your membership, driver's license and technical authorization were verified, as well as your wheel nuts torqued to the appropriate specification. I parked under the stands

and went for a cup of the free coffee being dispensed at the snack bar – my first run wasn't for a couple of hours, so I had time to kill.

I took a number of pictures around the stands (and throughout the two days) but not as many as Carole, who had taken over 700 shots by Sunday afternoon. There were Porsches of many ages and models and drivers equally varied, all with their strengths and weakness, all here to learn how to be better. At

about 8:00 a.m. a drivers meeting was held, where Dave Osborne brought us all up to speed (!) on the sequence of events throughout the next two days, as well as the importance and meanings of the various flags used to guide our behaviour.

For the first half of Saturday, the IDS drivers would use the front half of the track and the more advanced drivers, the back. On Sunday, we would all drive the full track. It was a great experience, in that respect, in effect learning two tracks for the price of one!

Those of you who are contemplating taking some DE, may be interested in my emotional state before my first run. Suffice it to say there was a good deal

of adrenaline in my system as I sat with my instructor, waiting for the green flag. It certainly showed in my driving and I didn't blame my instructor for showing a trace of exasperation, as his instructions didn't seem to be penetrating my thick skull.

It was a bit overwhelming, I must confess. I had expected to be well out of my comfort zone and was looking forward to it, in fact, but the multiple unfamiliar, sensor inputs including the speed, the unexpected turns, the wind and engine noise, wearing a helmet for the first time while driving, coupled with



a torrent of directions from my instructor, left me a bit bewildered. I was not happy after my first run; in fact, I won-

dered whether I had made a mistake in coming. There were too many things I was doing wrong or badly timed, things that, in everyday driving, I had convinced myself I'd mastered. After all, I've been driving for over 40 years!

I needed to focus and spent the second session doing just that, feeling much better about my effort. I should mention that there were several groups of drivers, of differing skill levels, who

had separate driving sessions of 25 minutes each. In the two days, eight sessions on the track were scheduled for each group, totalling 100 minutes of track time for each driver (no classroom time in DE).

The weather on Saturday was scorching hot and keeping yourself hydrated was essential. Driving is physically demanding and I actually needed a nap at noon to recharge my batteries, along with two bottles of Gatorade. Lunch was available at the track snack bar, if you hadn't brought your own.

After lunch, we were back at it and my inputs were getting better, though consistency was - and remains - a dream, at the moment. Shannonville isn't a large track but it is a challenging course, full of twists and turns and can be very unforgiving as several drivers found, to their cost, spinning out (safely) onto the grass. My own driver's side tires left the asphalt momentarily as I miscalculated one turn and went in a little hot. As speeds go up, errors in negotiating turns are magnified in their consequences, hence the incremental teaching that UCR does so well. Instructors are skilled in evaluating student progress and will not encourage any student to take risks they are not ready for.

The gradual increase in speed and calculated risk-taking gives the students confidence in themselves and trust in the instructors, and besides, it just feels good to drive the car to something approaching its potential, which is why we're all here, right?

At 5:30, Saturday afternoon, a crowd of tired but happy driv-

ers sat down to a delicious, catered chicken and ribs dinner, complete with baked potato and washed down with cold

> beer. A perfect day had drawn to a close and I think most of us were pretty fatigued - the sun and the track had taken their toll. I went back to the hotel, showered and was asleep by 9:30.

# Day Two

Up at the crack of dawn, once more. Unfortunately, my family restaurant was closed so I was compelled to visit Tim Horton's Drive-Thru, I carefully balanced a medium regular, breakfast sandwich and hash brown on my knee

for the several mile trek to the track (the only time I've ever wished for a cupholder in the P-car!)

Registration, tech check and then hurry up and wait for my first session. After some initial slow turns, I took the bull by the horns and dialed up the speed a few notches. Turns out to have been the best thing I could have done. Saturday's lessons had percolated overnight and were now a steaming cup of occasional consistency. The first two sessions were a





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Then a light went on in my dash — my brake warning light. When I stopped the car and re-started it, the light was gone. Still a worry, though. The next session, three quarters through it, the light went on again. My day was done. Having checked the brake fluid level and the disk pad wear (they're brand new), I came to the conclusion it was a faulty sensor. No matter; until I confirmed that, I wasn't able to track the car. The light hasn't gone on since but I will have it checked out. I will also be having my seat lowered as my helmet scrapes the roof and I will be purchasing proper racing gloves.

I have picked up a wealth of tips, not only from my instructors, but from other, more experienced members and I marvel at the goodwill and helpfulness that seems to be a characteristic of almost everyone I met. The expected improvements in my driving skills were well worth the cost of the weekend but the friends made at this event and others like it are beyond price.

Do yourself a favour, pick a Driver Education event and sign up – there is no downside to the opportunity to drive a splendid vehicle on a track that will showcase its capabilities and have someone sitting beside you, instructing you on how best to do it. Go for it!





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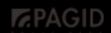
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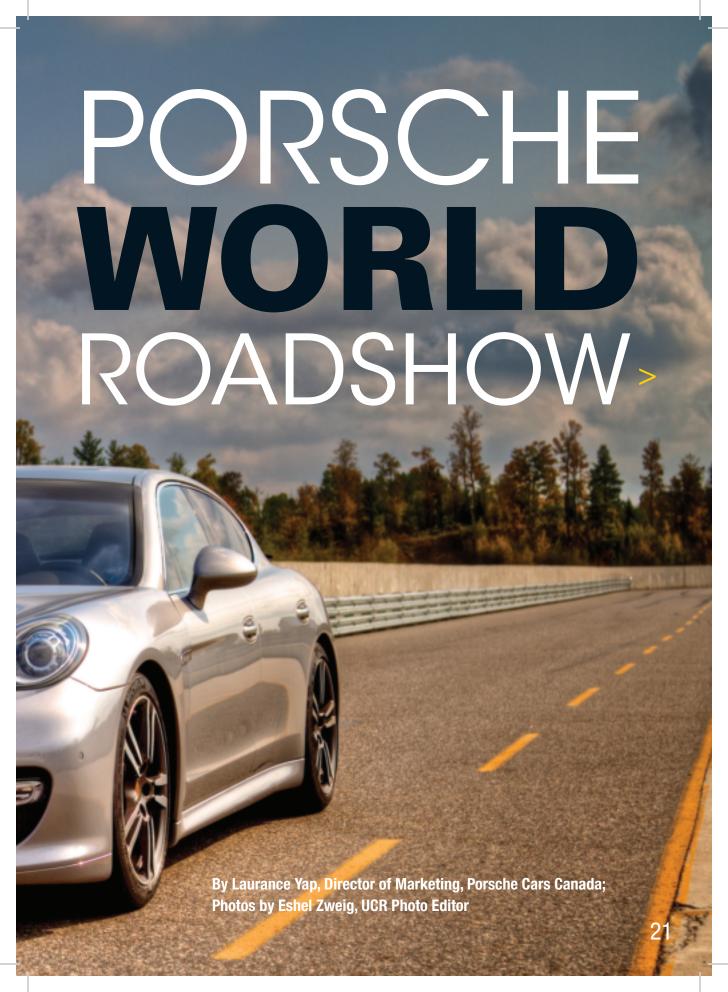






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OF STOVING F E A T U R E



s a Porsche enthusiast, you may be surprised that you've never heard of the Porsche World Roadshow, but in fact, that's purely intentional. You already drive a Porsche; you know how great it feels from behind the wheel and what makes it special. Porsche World Roadshow isn't something that's targeted at you.

An international driving program that visits up to 20 countries throughout the year, the Roadshow is, instead, Porsche's ultimate prospecting tool. Once every two years, it shows up on Canadian shores, with the mission to put people who've never driven a Porsche into the driver's seat and convert them into a Porsche owner and lifelong enthusiast.

It's quite the production. A few weeks before the event starts, a set of shipping containers arrives on Canadian shores from its previous destination, disgorging the materials needed for the entire program - interactive displays, signage, plastic pylons and over 20 Porsche models that span the entire range, from Boxster to Cayman, 911, Cayenne and Panamera. This year, the kit arrived at Calabogie Motorsports Park, an idyllic, picture-perfect driving facility just outside of Ottawa.

Despite the racetrack location, Porsche World Roadshow is not, at its heart, a lapping or racing event. Indeed, guests go through five sets of exercises, from a classroom session on car customization, through a high-speed emergency-braking exercise, off-road course, slalom and track-driving session.

The goal isn't so much to improve guests' lap times as it is to deepen their understanding of Porsche vehicles and what makes them special. An international team of driving instructors - we had a Brit, a Belgian and a Spaniard along with three Canadian stalwarts - keeps the exercises safe and ensures that every guest is able to push the cars' limits and their own without pressure.

Over 430 people participated in this year's Porsche World Roadshow as invited guests of the country's 14 Porsche Centres and were a mix of owners of competitive vehicles, hot prospects that needed a little bit of extra convincing and a small number of Porsche owners, brought along to act as brand ambassadors (and who are always on the lookout, after all, for their next car).

More photos





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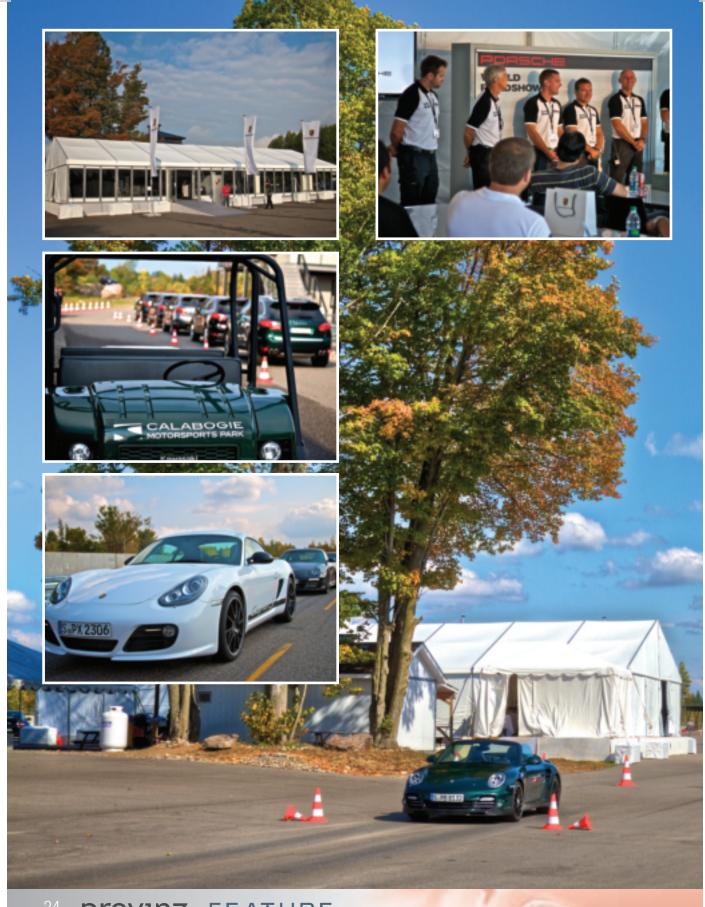
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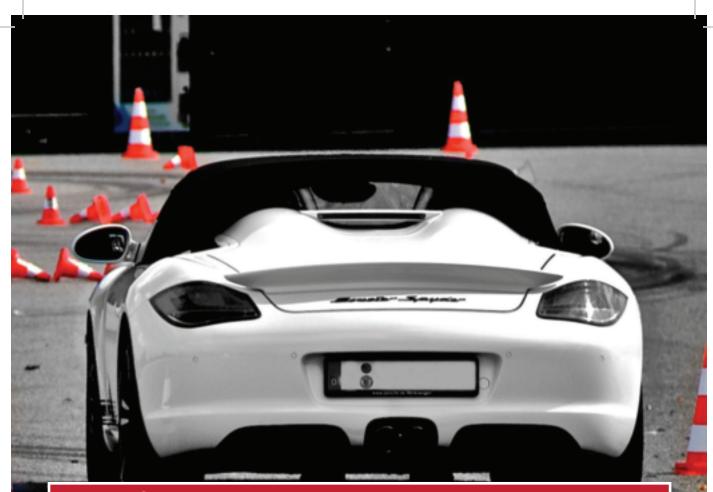






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# **AMERICAN** LE MANS SERIES, ROUND 4 AT MOSPORT





Report courtesy of Porsche Press Archives; Photos by Eshel Zweig, UCR Photo Editor



he detour of the American Le Mans Series to Canada was not rewarded with success for the Porsche teams: After their second position in Lime Rock, the Porsche works drivers Joerg Bergmeister (Germany) and Patrick Long (USA) went home empty-handed from round four of the season on the Mosport International Raceway close to Toronto. The best-placed Porsche team was factory pilot Wolf Henzler (Germany) and America's Bryan Sellers who secured fifth place in the GT class with the Porsche 911 GT3 RSR fielded by the Falken Tire squad.

With Flying Lizard Motorsports' Porsche 911 GT3 RSR, fourtime Mosport winner Joerg Bergmeister made a clean start and at times even took the lead. But during a pit stop after the halfway point in the 2:45-hour race, the #45 vehicle lost fluid from the power steering unit. Following the repairs, Patrick Long rejoined the race with a nine-lap gap to the GT frontrunners to finally see the flag in twelfth place. This yielded zero points for the title defenders. "Our car ran very well over the whole weekend," said Joerg Bergmeister. "During my stint we were always in the top three and even had the lead. But when I tried to avoid a slower competitor, I spun, we lost the lead and then the power steering went. It was simply bad luck." Patrick Long said: "After the pit stop we collected a lot of data but unfortunately no points."

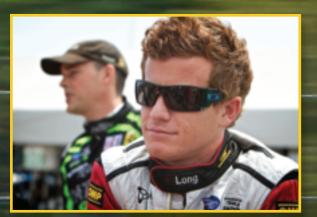
At his maiden race in Mosport, Porsche factory pilot Marco Holzer (Germany) took over the wheel of the second Porsche 911 GT3 RSR fielded by Flying Lizard Motorsports from his American teammate Seth Neiman while in 14th and pushed through to finish eighth. The GTC class victory went to Americans Spencer Pumpelly and Duncan Ende in a Porsche 911 GT3 Cup.

Round 5 of the American Le Mans Series takes place on 6 August in Lexington in the US state of Ohio. ��

More photos >







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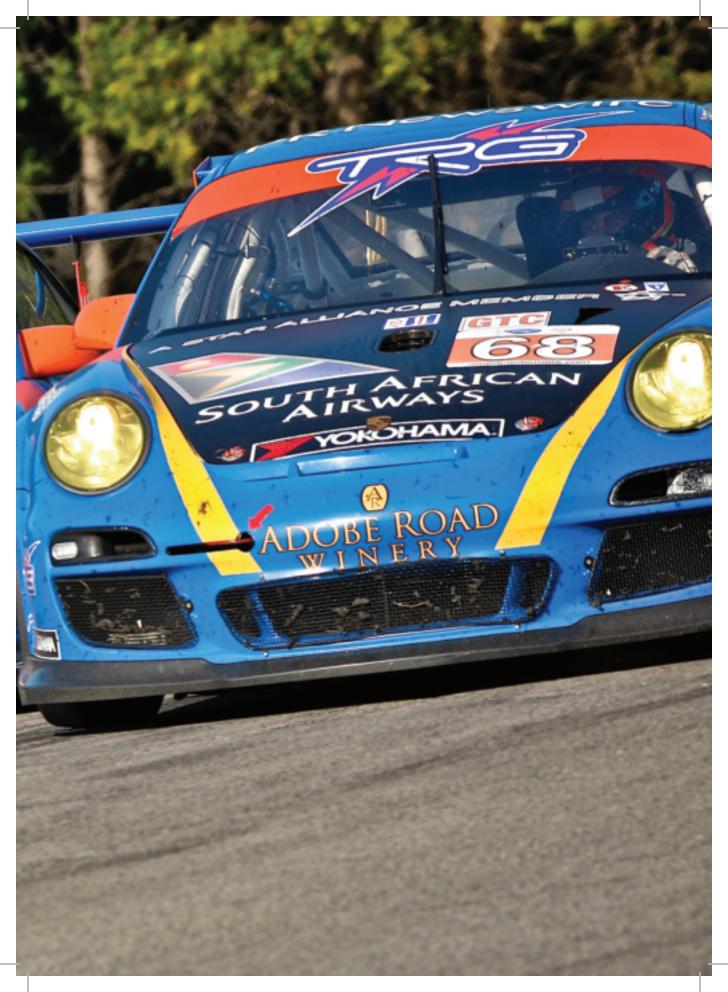
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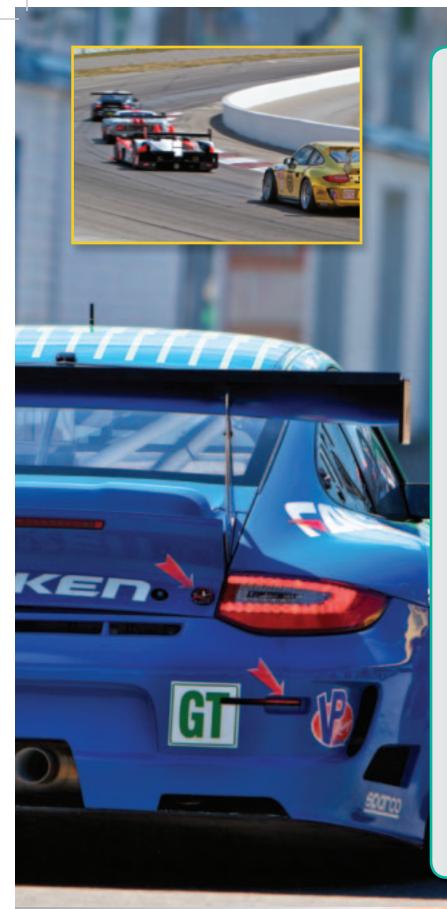
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# Statistics: after the 4th race of the season at Mosport, July 24th

## **Result GT class**

- 1. Magnussen/Gavin (DK/GB), Chevrolet Corvette, 121 laps
- 2. Melo/Vilander (BRA/SF), Ferrari F458 Italia, 121
- 3. Werner/Auberlen (D/USA), BMW M3 GT, 121
- 4. Müller/Hand (D/USA), BMW M3 GT, 121
- 5. Henzler/Sellers (D/USA), Porsche 911 GT3 RSR, 120
- 6. Beretta/Milner (MC/USA), Chevrolet Corvette, 119
- 8. Holzer/Neiman (D/USA), Porsche 911 GT3 RSR, 118
- 10. Maassen/Miller (D/USA), Porsche 911 GT3 RSR, 117
- 12.Bergmeister/Long (D/USA), Porsche 911 GT3 RSR, 113

# **Result GTC class**

- 1. Pumpelly/Ende (USA/USA), Porsche 911 GT3 Cup, 112 laps
- 2. von Moltke/Pierce (USA/USA), Porsche 911 GT3 Cup, 112
- 3. Faulkner/Pappas (IRL/USA), Porsche 911 GT3 RSR, 111

# Points' standings GT class Drivers

- 1. Dirk Müller, Joey Hand, BMW, 80 points
- 2. Oliver Gavin, Jan Magnussen, Chevrolet, 57
- 3. Dirk Werner, Bill Auberlen, BMW, 46
- 4. Jaime Melo, Toni Vilander, Ferrari, 41
- 5. Olivier Beretta, Tommy Milner, Chevrolet, 39
- 6. Joerg Bergmeister, Patrick Long, Porsche, 34

## **Manufacturers**

- 1. BMW, 83 points
- 2. Chevrolet, 61
- 3. Ferrari, 52
- 4. Porsche, 50

## **Teams**

- 1. BMW Team RLL, BMW, 83 points
- 2. Corvette Racing, Chevrolet, 61
- 3. Risi Competizione, 41
- 4. Flying Lizard Motorsports, Porsche, 40 >

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# Statistics: after the 9th and final race of the 2011 season at Road Atlanta, Georgia, October 1

## **Result GT class**

- 1. Fisichella/Bruni/Kaffer (I/I/D), Ferrari F458 Italia, 367 laps
- 2. Bergmeister/Long/Pilet (D/USA/F), Porsche 911 GT3 RSR, 367
- 3. Werner/Auberlen/Farfus (D/USA/BRA), BMW M3 GT, 367
- 4. Magnussen/Gavin/Westbrook (DK/GB/GB), Chevrolet Corvette, 366
- 5. Henzler/Sellers/Ragginger (D/USA/A), Porsche 911 GT3 RSR, 365
- 6. Sharp/van Overbeek/Farnbacher (USA/USA/D), Ferrari F458 Italia, 365
- 8. Holzer/Neiman/Law (D/USA/USA), Porsche 911 GT3 RSR, 361
- 11. Maassen/Miller/Collard (D/USA/F), Porsche 911 GT3 RSR, 357

## **Result GTC class**

- 1. J./S. Bleekemolen/Pappas (NL/NL/USA), Porsche 911 GT3 Cup, 346 laps
- 2. Sweedler/Keen/Wong (USA/USA/USA), Porsche 911 GT3 Cup, 346
- 3. Pumpelly/Ende/Ludwig (USA/USA/USA), Porsche 911 GT3 Cup, 345

# Final standings GT class Drivers

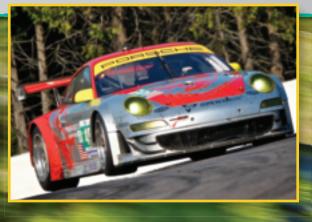
- 1. Dirk Müller, Joey Hand, BMW, 161 points
- 2. Oliver Gavin, Jan Magnussen, Chevrolet, 135
- 3. Dirk Werner, Bill Auberlen, BMW, 129
- 4. Joerg Bergmeister, Patrick Long, Porsche, 102
- 5. Wolf Henzler, Bryan Sellers, Porsche, 97
- 6. Jaime Melo, Toni Vilander, Ferrari, 83

#### **Manufacturers**

- 1. BMW, 180 points
- 2. Porsche, 162
- 3. Chevrolet, 139
- 4. Ferrari, 127

### **Teams**

- 1. BMW Team RLL, BMW, 180 points
- 2. Corvette Racing, Chevrolet, 139
- 3. Flying Lizard Motorsports, Porsche, 115
- 4. Team Falken Tire, Porsche, 97 >







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2008 Cayenne - Black/Black, 77,129kms, VPS, Moonroof, 18" Turbo wheels - Stk#PP0896, CPO\* \$43,995
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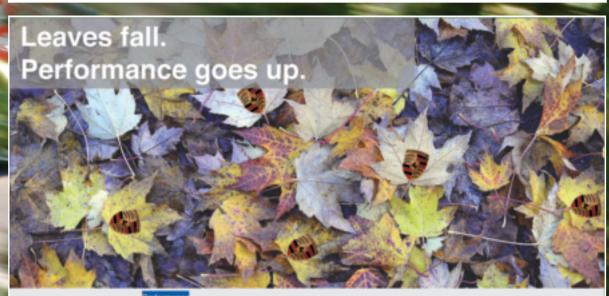
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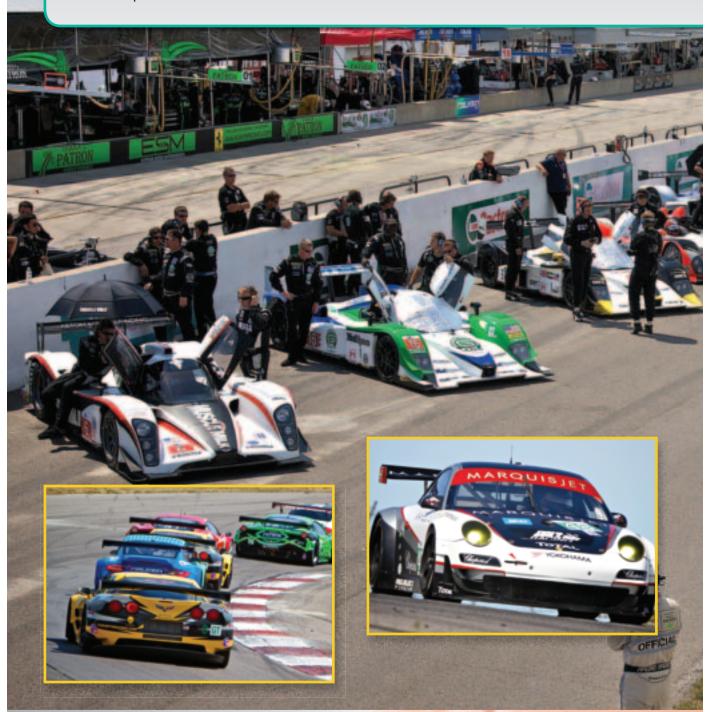
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## The American Le Mans Series

The American Le Mans Series (ALMS) was created in 1999 for sports prototypes and GT vehicles. The regulations correspond to those of the Le Mans 24-hour race.

**GT class:** This most popular class amongst car manufacturers is traditionally extremely well supported: Slightly modified standard sports cars with 440 to 500 hp and a minimum weight of 1,125 – 1,325 kilograms (e.g. Porsche 911 GT3 RSR).

**GTC class:** This class is reserved for vehicles from one-make race series (e.g. Porsche 911 GT3 Cup).



**LMP1 class:** Sports prototypes with up to 550 hp and a minimum weight of 900 kilograms.

**LMP2 class:** Sports prototypes with ca. 440 hp and an 825 kg minimum weight.

**LMPC class:** Prototype brand trophy series for the ORECA FLM 09.

All race cars start together but are classified separately. This ensures exciting and diverse racing with many overtaking manoeuvres. Points are only awarded for placings in each class.















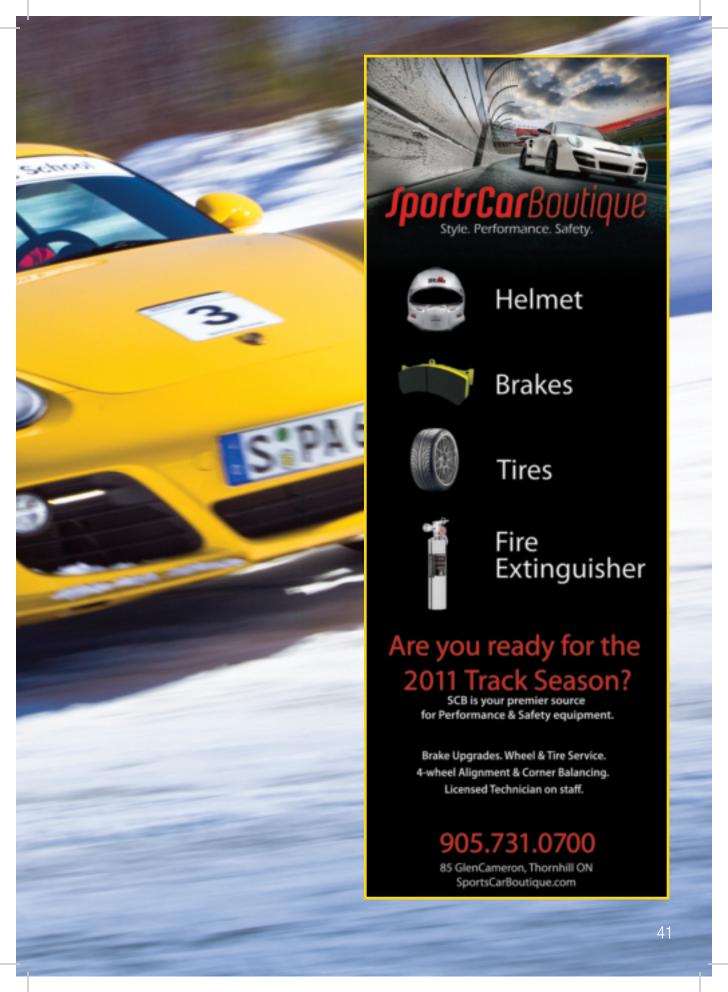
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Article and Photos, courtesy of Laurance Yap, Porsche Cars Canada

VINZ FEATURE



ate this coming January, a fleet of over 20 Porsche Caymans and 911 Carrera models will again descend on the Mecaglisse snow- and ice-driving facility, marking the return of Porsche's thrilling Camp4 Canada driving program to the Mont-Tremblant region. Defying conventional wisdom that says sports cars should be garaged for the winter, Camp4 Canada will in fact be the first opportunity for North American customers to experience the next-generation Porsche 911 from behind the wheel.

Behind the wheel of powerful rear- and all-wheel drive sports cars, including the all-new "991" generation 911 Carrera S, Camp4 Canada participants will learn valuable winter driving skills and explore multiple specialized snow-bound tracks at Mecaglisse, a dedicated snow- and ice-driving facility outside of Montreal. Two road courses are complemented by an enormous winter skidpad, all of which allow drivers to explore the Porsches' limits in safe and controlled situations.

"We are very excited to be hosting a Camp4 for the second time in Canada," said Joe Lawrence, President and CEO of Porsche Canada. "Porsche has long provided drivers the skills to drive with precision, performance and mastery in all kinds of adverse conditions. This year, on top of the three-day Camp4 program, we are upping the ante. Drivers who have previously completed Camp4 or another Precision-level Porsche Sport Driving School course can step up to Camp4S, which incorporates an additional snow-and-ice track, even higher speeds and more challenging exercises."

Using the new Esterel Suites Spa & Lake as its base, Camp4 Canada is ideally situated in one of the most picturesque parts of the country. Located about one hour from Montreal, the unique resort is surrounded by two lakes and miles of forests and combines fine cuisine and modern décor for participants from Canada, the U.S. and around the world. The Mont-Tremblant location also makes it easy for participants to integrate Camp4 Canada into a more extended holiday that might include skiing in the Laurentian mountains.

Camp4 Canada once again serves as the highlight of a larger winter marketing campaign, which has begun on www.porsche.ca. Designed to convince potential customers that all Porsche vehicles, including the sports cars that form the basis of Camp4 Canada, are all-weather











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machines, the campaign includes a winter-themed microsite, winter displays at Porsche Centres nationwide and special offers on winter wheels, tires and accessories.

Porsche Canada will offer only two three-day waves of Camp4 Canada and one wave of Camp4S. Wave 1 runs from January 31 to February 3, 2012; wave 2 from February 3-6 and wave 3, Camp4S, from February 7-10; corporate one-day programs are also available. The price of \$4,995 for Camp4 (Camp4S pricing TBD) includes accommodations, food and transfers between the hotel and the driving centre. Reservations can be made by calling 1-800-PORSCHE or by visiting www.porsche.ca/camp4.





Bruce Usselman (Owner) UCR member since 1993





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## 2011 FUN RUNS



David Forbes UCR Fun Run Chair David.Forbes@nbpcd.com (705) 788-8828

## 5th Annual Muskoka Fall Fun Run

nne and I were very excited about hosting our fifth annual Muskoka Fall Fun Run. We began the day with our Tim Horton's reunion in Bracebridge, where 22 beautiful Porsches pulled into the parking lot to the delight of many local coffee shop regulars. Our first leg of the route took us to the beautiful village of Dorset where we toured the famous General Store. We then went on to Highways 35 and 60, with breathtaking winding roads and beautiful lakeside vistas towards Huntsville. We arrived for lunch at the restaurant 'The Cottage', which was expecting us and happy to host 44 of us for a very tasty meal, as we enjoyed each other's company.

After lunch we continued through Huntsville, making a 'must see' stop at Sand Hill Nursery to view their unique and now famous pumpkin sculptures. We continued back towards Huntsville and south to highway 141. Heading southwest along winding roads with leaves at their peak, we reached the town of Rosseau. Our final stop and photo shoot op was on the shores of Lake Rosseau.

Following the Fun Run, we met back at our home for drinks and a wonderful visit. We ended the perfect day with dinner at Wabora, an award winning Japanese restaurant. Anne and I consider it a privilege to host such an event, and we were delighted to have so many Porsche members join the Run. The weather was cooperative, the fall colors nothing short of perfection, and the company as always a joy! We look forward to planning next year's Muskoka Fun Runs for the Spring and Fall, and encourage you all to host or participate as we continue to enjoy old friendships and nurture new ones.  $\Re$ 



### Porsche Team Wins

## 2011 Grand-Am Rolex Series CHAMPIONSHIP

## With The Help of Chiropractic Innovations

Written and photographed by Sandra Ozkur

hether you are a frequenter of chiropractic services or you are still afraid to walk through the door of a clinic, there is no denying that chiropractic treatment is on the leading edge of integrated health care. Innovations in technology are giving chiropractors a new set of tools to treat musculoskeletal ailments. Computers have taken the guesswork out of the diagnosing and treatment of chiropractic candi-

dates. New equipment has enabled chiropractors to offer alternative ways of re-aligning the spine without the crack and crunch of manual adjustments.

Two veteran chiropractors from St. Catharines are using new and innovative modalities of treatment to broaden their practice. The use of laser therapy, ultrasound, spinal decompression and a machine called the ProAdjuster TM have allowed Dr. John Gleddie and Dr. Albert Scales

to offer treatment to a wider range of people across all age groups. They are both very excited about the amazing results patients are reporting from combining this new technology

with traditional methods. Both chiropractors have been practicing for over 30 years and are thrilled with the advancement seen in this field in the past 10 years

Dr. John Gleddie has long been an athelete and coach; therefore it is only natural that his interests lie in sport-related chiropractic. He has witnessed the beneficial effects of chiropractic treatment in the preparation phase of professional sports.

Spending over 10 years as a professional baseball consultant, and now 10 years as a professional racecar team doctor, he

has seen first hand how athletes benefit from pre-performance preparation. Dr. Gleddie is the official doctor/chiropractor of the Brumos Porsche team in the Grand-Am Rolex Sports Car Series. One week prior to a race is spent preparing the driver's body for competition by engaging him in a regime of nutrition, hydration, chiropractic and massage therapies. The results speak for themselves: in September, his team won the 2011 Grand American Rolex GT championship!

Dr. Albert Scales is well know in the community for his contributions as a consultant for the Workplace Safety Insurance Board, training of the skilled trade workers at General Motors and as a regular guest on CHRE and CKTB radio where he gives tips on back health. "We are now a very integral part of the health care system. Medical doctors, physiotherapists and massage therapists regularly refer patients to us for treatment. We can

offer healing and cessation of pain without the use of pharmaceuticals," he said. "The patient is able to take ownership of the treatment program by understanding how the misalignment of

the spinal column affects function of other parts of their body. We now use computer programs to educate the patient with pictures and readouts of their spine. We can show them exactly what a herniated disc and pinched nerve looks like. Educating the patients on spinal health allows them to remain conscious of their spine on a daily basis."

Chiropractic is a healthcare discipline that focuses on aligning the spinal

column to allow optimum function of the central nervous system. Removing nerve interference by realigning the vertebrae







lets the body heal itself, thus eliminating back pain. When a patient arrives at the clinic they are thoroughly assessed by an orthopedic and biomechanical examination as well as a case history analysis. At this time the doctor will decide which therapy will be the most effective for the problem. Generally, the ProAdjuster TM will be used to assess each individual vertebra.

The software interprets the results and gives a read-out of the joints that need adjusting. This machine has a hammer-like apparatus that taps on each vertebra, gently moving it back into proper alignment. There is no pain or discomfort and the change is immediately registered on the computer display. Traditional palpation and manual adjustments may still be used in addition to the ProAdjuster TM for quicker response times.

Chronic or acute back pain in the neck and lower back area can now be specifically targeted with the Spinal Decompression Table. This computerized bed has three sections that move independently. The computer is set to manipulate only the area that has the problem. A series of traction and relaxation movements allows the disc to move back into its original place, taking pressure off the nerve and relieving pain. This treatment

has been very successful as an alternative to surgery. Very few chiropractors offer these services because of the significant investment it takes to own this high-tech equipment.

Automobile and sports injuries to soft tissue can now be treated with ultrasound and advanced laser treatment. These two treatments penetrate into the deep tissue and ligaments, stimulating healing and cell regeneration. Keeping joints healthy and mobile is the key to preventing degeneration of knee and hip joints. Dr. Scales has several patients over the age of 95

receiving regular treatments to maximize mobility of their joints and reduce arthritic pain. Regular chiropractic care can be likened to regular maintenance of an automobile. If you keep all parts moving and well lubricated, you will prolong the life of the vehicle and the performance of the machine.

Chiropractic care is regulated by the Ministry of Health and is recognized as the most evidenced based healthcare. It is a wonderful adjunct to the other

modalities of integrated healthcare such as massage, physiotherapy, podiatry, and alternative medicine. Recognizing the body as an inter-dependent organism, the Chiropractic Association of Ontario is continually educating and advocating for a holistic approach to overall health. Ongoing maintenance and preventative care is the key to optimal health and a pain free life. Modern technology and equipment used by chiropractic and alternative therapists is giving people more treatment options and empowering them to take control of their own well-being.

#### Related web sites:

Tips for general back care www. chiropractic.on.ca

Decompression therapy www. youtube.com/pivotalhealth

Laser treatment www. theralase.com

#### **Chiropractic clinic:**

Dr. Scales phone: 905-935-3355Dr. Gleddie: 905-935-2110

Sandra Ozkur is a UCR member and specializes in photographing other members with their cars. If you are interested in having a photo session, please contact her through email at: sandra@ozkur.ca

# FAREWELL F R 0 M PHIL DOWNE

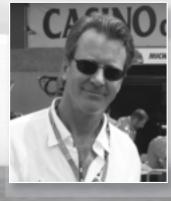
Volunteering as publisher of Provinz with the PCA/UCR has been a hugely rewarding experience for me. It has been a great run, but it's now time to move on. Richard Shepard will be taking over as Chair of Advertising and Publisher as of November 8, 2011 when the new executive and board take the wheel for 2012.

The newsletter has never been better. Circulation has increased, along with membership by 27 percent in three years and today 1,843 PCA/UCR primary members enjoy our publication every month. In late 2008 we also made our first foray into colour content, which continued to increase to thirty-two pages of full colour and sixty-four pages in total.

Expanding the colour content, with the higher production costs, was seen as a risky move at the time. As some of you may recall we were in the middle of the longest recession since the Great Depression. Kye and I thought long and hard about the risk, but the quality improvements and greater opportunity for advertising revenue outweighed the cost of expansion. As anticipated, more advertisers joined the fold in support of the club and from an average cost of \$2.32 per magazine per member in 2009 we improved to \$1.34 in 2010. We are on target for less than \$1.00 per member for 2011.

None of this would have been possible without the dedication and ceaseless efforts of our long-time Editor-in-Chief, Kye Wankum. Kye has been great to work with and PCA National is consistently recognizing Provinz as one of the best publications across 139 regions throughout North America. My job was easy to fill, but his, when he decides to retire will be considerably harder.

My thanks go out to everyone who has volunteered to help make Provinz what it is today. This year we have more help on the editing side with Emily Atkins, Garth Stiebel and George O'Neill. We also have a great team of photographers and back office staff. The passing



of Jeff White was a huge blow to everyone and Lynda Beard, Jeff's assistant and our contract and billing administrator, has been absolutely fantastic in helping our new volunteers, Sheri and Neil Whitlock in that transition.

Last, but certainly not least, thank you to all our advertisers. Your support has allowed us to grow and improve, and we all owe you a debt of gratitude. So, as I usually sign off, I remind all our members to please give your Provinz advertisers an opportunity to win your business. Au Revoir.



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# Who's Who's Contest 35th

The Contest closes on October 31, 2011 at 10 pm, after press time of this issue.

The winners will be announced, and the prizes awarded, at the November Social at Mimico Cruising Club on the 8th.
Winners need not be present. Here are the Contest Answers.

Have fun discovering Who's Who in UCR!

Prizes sponsored by



Page	Name	Page	Name
4	Bill Comat	40	Isabel Starck
5	Brion Charters	41	Keith Andersen
6	John Q. Adam	42	Horst Petermann
8	Stephen Goodbody	43	Paul Sinel
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13	Kye Wankum	46	Botho von Bose
15	William Newby	47	David Forbes
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17	Graham Jardine	49	Tomiko Murk
18	John Van Atter	50	lan John
20	Michael Lo	54	Phil White
21	Joseph Belcredi		(the younger)
22	Jim Aird	55	Ulli Furtmair
24	Otto Mittelstaedt	56	Sean McKaigue
25	Paul Cipparone	58	Andy Wright
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	Trauttmansdorff	74	Wayne Spiegelberg
38	Neil Whitlock	75	Tim Sanderson
39	Geoff Davies	77	Rick Morelli



#### 912 & 912E Register - Porsche Club of America

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Wall

912 & 912E Register - Por... · Everyone (Most Recent) ▼

Hello Mario and Kye.

I'm Rick Becker, Porsche Club of America 912 & 912E Register Advocate. The overall goal of the PCA 912/912E Register is to involve as many 912 and 912E enthusiasts as possible in the many activities offered in PCA regions and zones. I'm sending you this message to ask if you can let 912/912E enthusiasts in the Upper Canada Region know about our new pages, accessible by smartphone app and internet. Attached is a sample PNG format image capture of the FB page.

**Resources:** For news from PCA regions, factory news, videos, and various information articles that you can receive via internet and smartphone app, we now have a 912 & 912E Register page on Facebook, please view it at: http://www.facebook.com/pages/912-912E-Register-Porsche-Club-of-America/259276414106874

We also have a 912 & 912E Register page within the PCA website, please visit at: http://912register.pca.org

Previous owners are very welcome too; many current owners are interested to learn the early history of their car from the original owner.

**Events:** Please let me know of recent and upcoming PCA events in your region, and I can pass them along to Register enthusiasts. Messages from 912 & 912E owners by email (including photo attachments) or posted on our Facebook page are welcome!

You can contact me by replying to this email, or sending to my contact info below.

Rick Becker
PCA 912 & 912E Register Advocate
Phone email: engrbecker@gmail.com
Twitter: @engrbecker

#### Register - Porsche Club of America

neastern 912 and 912E owners: Jeff Goldberg, President of Metro
A advises that their Region is hosting a Concours on October 16th at
Gardens in Westbury NY, on beautiful historical mansion grounds;
w.oldwestburygardens.org/. NOTE: This is a rain date event, so
Metro website for a registration form will see September 25th, but
correct date is October 16th. MNY has also invited the
Club to participate in the Concours, and they expect an excellent
For more info:

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fter the 35th Anniversary Edition of Provinz came out in September, my computer was swamped by an e-mail. One of our members, who shall go unnamed, wanted to know why I have never written an article extolling the virtues of the 928. Since I've owned several of them, he felt that I should expend a few words about these powerful and interesting cars. Now that I know my articles are read by one person, I feel that I should write what he wants me to.

The 928 was the brainchild of Porsche's Managing Director Ernst Fuhrmann in the 70's. His concern that the 911 was reaching its limits of development called for branching out into the luxury GT market. The car was Porsche's first front engine, water cooled production model and was aimed at the professionals who wanted a luxury sports car that their spouses could drive. Fewer than 15 percent were 5-speeds and even less had limited slip rear ends. The engines began in 1978 as a 4.5 liter and ended production in 1995 with the powerful 5.4 liter GTS. The 928 was a big car by Porsche standards and despite the aluminum panels and engine used in its manufacture, it still weighed a whopping 3,650 lbs. That's before you put me in it!

Porsche always builds a good car. Even though the 928 never sold in the numbers Porsche was hoping for, its 50/50 weight balance and Weissach rear steering axle made the car quite nimble for its size. I always say, "the faster you go in it, the smaller it feels". While it remains a momentum car, if you remove some

of the excess weight, it really is a joy to drive on the track as well. Since the car was sold with a North American sticker price of over \$100,000 in the 90's it didn't take the 911's position at Porsche, and low sales numbers finally ended its production.

Now that I've gotten some of the facts out of the way I thought I would share what it's like owning and driving the 928 in its various forms. I've owned an S, an S4 and I had a GT for years. Each of them was strong, solid and inspired confidence in the driver. When you are being lazy and taking advantage of all the electric conveniences, it just cruises along at any rate of speed you choose without any real effort. When you sit up and press the loud pedal, the 32-valve, 4-overhead cam engine bellows its exhaust note, flies through the S-turns and the big M030 brakes stop it with poise and grip.

The Porsche purists didn't really get behind the front engine design and it might be a little expensive to maintain, due to the low production numbers, but where else can you buy a \$15,000 Super Car and use it as a daily driver? The 928 has earned our respect. How was that Don Crumb? Oh, did I mention that when it was introduced, it was the only Sports Car to ever earn Car of the Year? Did you also know that in 1986 Al Holbert took a new showroom '87 928 S4 to the Bonneville Salt Flats and proved that the 928 was the Fastest Production Car in the World at 171 mph? I should stop now, as I'm starting to sound like Sheldon on the Big Bang Theory.

Now that our track season is officially over, it's time for your Track Team to have our annual meeting of the minds. We all get together, beg each other to stay on for another year and plan for next season. It may be a bit hard to pin down the dates for next year at this time as Mosport's new owners have big plans for next season. With Myles as the Track Manager, we are one of the first organizations in line for the best dates of 2012. They do appreciate our business.

That said, I would like to thank each and every member who participated in the 2011 Track Season. We had a lot of fun while being as safe as we could be. I hope everyone got something out of it and are all becoming better drivers for their efforts. I would also like to thank those who participated in the Track Sampler Program. These people are



**Dave Osborne** Track Chair

interested enough in our program to come out just to see what it is we do. We hope we lived up to your expectations and that you'll join us on track next season for some Advanced Driver Education. I could go on and list our suppliers and supporters who come out to our events to keep us safe and feed us, but this thank you is to you from me. I would like to thank Upper Canada Region for your support and your having entrusted the DE program to me as your Track Chair. I really love this stuff.

See you trackside in the spring,

Dave. 🛠

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**1985 911 Carrera;** 3.2L sunroof coupe. Canadian car (Guards Red with Black Leather) only 130,000 KM and a 2009 appraisal of \$45,000. Immaculate condition (never seen snow/rain – "garage queen", only synthetic oil – Mobile 1), with thousands of dollars in upgrades (receipts) including Ronal color matched rims, European headlights, C2 electric mirrors, Custom Porsche steering wheel, B&B stainless steel exhaust, 3M protective film, turbo tie rods, chip, K&N air filter, front & rear sway bars, upgraded stereo deck etc. Car has a full array of factory options, including: rear spoiler c/w light; power seats, windows, door locks, and mirrors; cruise, A/C, sunroof, leather etc. Have lovingly owned the car for 15+ years and have all records/receipts. No time to enjoy. Asking \$28,500.00 Contact Clayton at 905-271-4654 (Mississauga, ON) or cjucke@protac.ca

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

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

**PSS-9 BILSTEIN SHOCKS;** fits 2001-2004 911 models - original price \$2,850.00 used for one month on 2004 Turbo asking \$1,600.00 o.b.o. Harm Rosenboom: (905) 320-8387, cell or harmc4s@gmail.com

**2000 Boxster;** Selling my own 2000 Porsche Boxster. Excellent condition inside and out. Everything works. All original, including owners manuals. Arctic Silver original paint, dark blue convertable top and leather interior, 2.7L flat six, 126,xxx kms. You will not be disappointed! New this year: OEM navy blue soft top, Bridgestone tires, Rotors and pads, MAF sensor, Coolant reservoir, OEM radio/CD/tape player, Front strut brace (also have rear, to be installed), Recent full service and filter/oil change (Mobil 1) by Mantis Automotive in Oakville, MAF sensor replaced by Pfaff Porsche in Woodbridge, Ontario safety and emissions test in April 2011, should require nothing to renew. Porsche Boxster workshop manual, Soft top cover and bag.Must sell to make room for the next one!Asking \$14,000. Please contact: David Grinstead at (416) 315-6099\*

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.

**1995 993 C2;** I am selling my 993. Adventurine Green/Tan. I purchased it from Paul Miller Porsche in NJ in 2008, with 74k miles on it. It was an original owner trade on a new 997. It now has 94K. Since I have owned it, it has received all new disks and pads, new master and slave cylinders, rebuilt steering rack, new tires, major tune up - plugs, dist caps & rotors, new windshield, stereo/speakers, all records, completely stock, no accidents, clean carfax, tight, minor bolster and carpet wear in the usual places. Asking \$29,900. Please contact Mark Drexler at (416) 574-9500\*

**1990 964;** 1990 C2 Coupe, 5 speed. Grand Prix White exterior, Biege/dark blue/black interior. Power sunroof, power aero mirrors, power windows, power door locks. Factory alarm, Factory Cruise Control, Factory A/C, newer Blaupunkt C/D AM/FM stereo with 6 factory speakers. Paint is original and in excellent condition, interior is all original and in excellent condition, even the driver's seat. Drilled brake rotors, 7" and 9" Cup II wheels with 15mm Billet rear spacers. Tires are Yokohama S Drive in sizes 225x45x17 front and 255x40x17 rear in very good condition. H&R Sport Lowering springs, Custom front strut tower brace in billet aluminum. G-pipe secondary muffler replacement (original available). 964 Cup style air intake. Billet shift knob with new shift boot, original available. Billet door pulls. One of the nicest 964s in Ontario. Yes the car looks as good as the pictures show. Just passed smog with flying colors. Recent 4 wheel alignment. Recent new OE complete axles/cvs. Asking \$24,900. Please contact Scott Webb at (705)328-2647\*

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



## TECH CENTRES

#### <u>TO</u>RONTO

#### **Downtown Fine Cars**

68 Parliament St. Toronto, M5A 0B2 416 603-9988 www.downtownfinecars.com

#### **G Tek Automotive**

26 Cranfield Rd. Toronto, M4B 3H1 416 755-7884 jack@gtekauto.ca

#### **HP Cars Service**

1890 Lawrence Ave. E. Toronto, M1R 2Y5 416 752-7280 saleshpcars@gmail.com

#### **Import Auto Service**

12 B Jutland Rd. Etobicoke, M8Z 2J9 416 251-6216

#### **Lloyds Autosport**

36 Fieldway Rd. Etobicoke, M8Z 3L2 416 273-7821 jay@lloydsautosport.com

#### **Refined Motor Sports**

218 Evans Ave. Etobicoke, M8Z 1K8 416 248-9777

#### NORTH

#### **Alex McIntyre and Associates**

PO Box 517, Kirkland Lake, P2N 3J5 705 567-3266

#### **Auto Select**

1228 Gorham St. Unit 8 and 9 Newmarket, L3Y 8Z1 905 853-0442 autoselectrepair@gmail.com

#### **Bestline Autotech**

40 Doughton Rd. Unit 3, Concorde, L4K 1R2 905 482-3955 bestlineautotech@gmail.com

#### **Daytona Auto Centre**

5309 Highway 7, Woodbridge, L4L 1T4 905 264-9982 www.daytonaauto.ca

#### **Downtown Fine Cars**

4080 HW7 East, Markham, L3R 1L4 416 961-6820 www.downtownfinecars.com

#### **EU Autowerks**

681 Chrislea Rd. Woodbridge, L4L 8A3 905 850-7600 service@euautowerks.com

#### **Exurocar Elegant Automobiles**

4296 Carlyon Line, Orillia, L3V 6H4 705 327-8672 exurocar@rodgers.com

#### **Fiorano Racing**

29 Pemican Court, Unit 8, North York, M9M 2Z3 416 741-1696 fioranoracing@hotmail.com

#### **Greenlink Auto**

23 Harlech Court, Thornhill, L3T 6L5 905 707-1921 greenlink\_auto@yahoo.ca

#### **Hockley Autosport**

8981 Hockley Rd. RR#1, Palgrave, LON 1PO 905 729-2971 hockleyautosport@hotmail.com

#### **Pfaff Porsche**

101 Auto Park Circle, Woodbridge, L4L 8R1 905 851-0852 Pfaffporsche.com

#### **Sports Car Boutique**

85 Glen Cameron Rd. Thornhill, L3T 1N8 905 731-0700 ilker@sportscarboutique.com

#### T.E. Parolin & Sons Motor Car Sales Ltd.

1864 Seymour St. North Bay, P1B 8G4 705 474-0241 jayme@teparolin.ca

#### EAST

#### **Blaszak Precision Motorsports**

4835 Holmes Rd. Inverary, K0H 1X0 613 353-7012 markus@kos.net

#### **Competition Motors**

203 Sunningdale Drive, Belleville, K8N 4Z5 613 967-1481 info@competionmotors.ca

#### Harmony Road Porsche Parts and Service

3217 Harmony Rd. N. Oshawa, L1H 8L7 905 655-5644 harmony@interlinks.net

#### **Madeley Automotive & Diagnostic Service**

1736 Bath Rd. Kingston, K7M 4Y1 613 634-0306 madeley@madeley.com

#### **Response Engineering**

1858 Manning Rd. Whitby, L1N 3M3 416 526-3487 yarko.mackiwsky@hotmail.com

#### **RoadShow Automotive**

#### **Appraisals - Bruce Farrow**

118 Woodview Dr. Pickering, L1V 1L2 905 509-4940 roadshowauto@aol.com

#### WES

#### **Auguste Automobile Service**

113 Cushman Rd. Unit 24 St. Catharines, L2M 6S9 905 682-4242 augusteauto@cogeco.net

#### Eurotune

31 Travelled Rd. Caledon Village, LON 1CO 519 927-9929

#### **Furtmair Auto Services Inc.**

51 Bridge St.E. Kitchener, N2K 1J7 519 576-9972 fast@furtmair.com

#### J.B. Hunter Motorsports

1711 Mattawa Ave. Mississauga, L4X 1K5 905 272-5137 brent@huntermotorsports.ca

#### **Keltech Performance**

1625 Trinity Drive. Unit 20 Mississauga, L5T 1W9 905 565-9888 Liam@keltechperformance.com

#### Leny's Automega

275 Dundas St E. Missaugua, L5A 1X1 905 803-8473 john@lenysautomega.com

#### **Mantis Automotive**

1029 Speers Rd. Unit 5 and 6 Oakville, L6L 2X5 905 844-6219 ernie@mantissport.ca

#### Marc Plouffe (Lumpmeister)

3125 Princess Blvd. Burlington, L7N 1G5 905 681-0869 Lmplouffe@sympatico.ca

#### Porsche of London

600 Oxford St. West, London, N6H 1T9 519 601-1322 geoff@porschecarslondon.com

#### **RSP Motorsports**

15 Springfield Way, Komoka, NOL 1R0 519 474-7700 info@rspmotorsports.com

#### **Tatra Motor Sport**

100 Bessemer Rd. Unit 2, London, N6E 1R2 519 870-9642 alexveronac@rogers.com

#### Zorotech Inc.

339 Fruitland Rd. Stoney Creek, L8E 5M8 905 643-5538 zhalavanja@zorotech.ca

#### RENNSPORT AND U.S.

#### **Athol Motor Car**

184 Reading St. Buffalo, 14220 716 824-2276 atholmotorcar@adelphia.net

#### Auto Import

1777 Woodward Drive, Ottawa, K2C 0P9 613 226-7902 jeff@autoimport.ca

#### **Autosport MG**

136 Domaie Martin, St Colomban, J5K 1J5 450 431-0332 michel@amg944.com

#### **Mark Motors**

611 Montreal Rd. Ottawa, K1K 0T8 613 749-4275 service@markmotorsofottawa.com

#### **Tapp Auto**

39 Cleopatra Drive, Ottawa, K2G 0B6 613 225-8780 service@tappauto.com

# PERIPHERAL VISION



John Adam UCR Historian

Reviewing 2011...

where we spent some quality time with members Colin and Sandy Black on the occasion of their first visit to Parade and their first long trip in their new 911 GTS – a PCA lottery win. Though living in Buffalo, the Blacks are members of UCR. We occasionally bumped into other members of UCR as well. It was HOT and steamy but nothing worse than expected.

While at Parade, we picked up a couple of issues of Christophorus, the factory magazine. Our subscription keeps lapsing. Online, it's easier than ever to subscribe and so that's what we did – again. After reading our enthusiast magazines, we save them for our next trip to the doctor or dentist and repopulate their crummy magazine rack. Amazingly, the magazines have disappeared before our next trip back.

We missed the 2011 Escape to Flagstaff, Arizona. It would have provided an opportunity to experience northern Arizona, the Grand Canyon, Route 66, Indian country, Sedona and national monuments. Oh well, we can't do everything. Next year, Parade is in Salt Lake City and we are looking forward to that.

Look at this unpublished excerpt from a book by Dennis Burnside and see if it has current relevance.

Ferdinand Porsche landed a job with coach builder Jacob Lohner in 1898. Lohner, who had acquired the Kaiserliche und Königliche Hof-kutschenfabrikant, the Imperial coach builder in Vienna-Florisdorf, had turned from horses to an electrical coach which involved either steam or gas engines as well as storage batteries. Born in Vienna in 1858 to a family that had been building

coaches for 200 years, he attempted connections with Daimler and Diesel before hiring Porsche.

It was with Lohner in 1899 that Porsche built his first car, a front-wheel drive 36 mph model which used 900 pounds of batteries to turn 2.5 HP electric motors at each front wheel.

Porsche actually designed his "hub" motors in 1897 while still working for Egger but the Lohner-Porsche, or Porsche-Lohner Chaise, was not publicly displayed until 1900 at the Paris Exposition. Ferdinand Porsche drove his electrically powered car from the exhibition area to Versailles, at a maximum speed of twenty miles an hour. A 1900 Lohner Porsche is on display at Oslo's (Norway) Norse Technical Museum and in Vienna's Technical Museum.

In 1902, Porsche substituted a gasoline engine powered generator for the batteries, the "Mixte" system, a design which won him the 1905 Pöttinger Medal, given for the year's most significant invention.

Ferdinand was simply ahead of his time... by about 100 years.

## BOARD MEETING

#### Minutes for September 6, 2011 - Submitted by Walter Murray, Acting Secretary

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

Attending: Del Bruce, Mike Bryan, Phil Downe, Mike Edmonds, David Forbes, Mario Marrello, Patrick Michaud, Otto Mittelstaedt, Tomiko Murk, Walter Murray, Tim Sanderson, Martin Tekela and Kye

Regrets: Horst Petermann and John Van Atter

 Mr. Marrello occupied the Chair, and in the absence of Mr. Van Atter, Mr. Murray was acting Secretary.

#### Constitution

· As notice of the meeting had been duly given and a quorum was present, Mr. Marrello declared the meeting duly constituted for the transaction of business at 6.35 pm.

#### Mario Marrello

Introduction - Confirm Objectives and Agenda

Minutes of Meeting July 5, 2011
• Were reviewed as amended and on motion by Del Bruce and seconded by David Forbes, were approved

#### Minutes of Meeting August 2, 201

· Were reviewed as amended and on motion by Del Bruce and seconded by Martin Tekela, were approved.

#### Mike Bryan

#### Membership report

- . Mike Bryan reported that for the month of August, we had 58 new members bringing Primary Members to 1812 and Family and Others of 1192 for a total of 3,004. (Versus 2719 in Aug 2010)

  This is the first time in our history we have moved over 3000
- overall members. Contrast this with 70 total members in 1976 and 190 total members on the Clubs 10th Anniversary (1986).
- Mr. Bryan thanked everyone for their efforts in calling outstanding renewals

#### Phil Downe & Kye Wankum

#### Provinz Update

- . An all-time record of 2,009 copies of Provinz was mailed out for the month of September.
- This 35th anniversary issue had a record 80 pages with 16 additional pages in full color.
- This was the most ambitious newsletter in our history and our editor Kye Wankum did an incredible job pulling it all together
- · We also launched a Who's Who contest with prizes and collaborated with the UCR webmaster to incorporate the UCR website for the contest answer & entry forms
- Advertising revenue to date is \$72,467.60
- Total expenses to date have been \$84,732.45 for a total cost of \$12,264.85
- · Our average cost YTD is 73 cents per member per month, well below our target of \$1.00 / member / month for 2011 (excludes prizes for the Who's Who contest)
- · The PCA/UCR publishing system has been updated with new software and hardware
- . This month we welcome Citadel Storage as a new advertiser and Bulloch Tailors returns for the last quarter of 2011
- · We encourage all our members to give all our advertisers an opportunity to compete for your business

- New Additions to the Provinz Team

   Sheri and Neil Whitlock have accepted the positions of Provinz Advertising Contract Administrators and will also handle the monthly invoicing and credit card charges for all advertisers, replacing Lynda
- Lynda has been an exceptional asset over these past five years and we thank her for all her help, especially during these difficult times and the extra burden of documenting all the procedures to assist Sheri & Neil with the transition
- · Richard Shepard has accepted the position of Associate Publisher & Chair of Advertising
- · We welcome our new volunteers aboard and wish them every success.

#### Mike Edmonds

#### Club Race Update

- · Mike Edmonds, the Event Chair, advised the race will suffer a nominal loss of around \$1,900.
- · After a slow start on registrations, the Board felt this to be a commendable performance for this important Club activity.
- . Mr. Edmonds agreed to remain as Event Chair for 2012 with preliminary details to be presented to the Board in Jan/Feb 2012.
- The ramps/feet for the weigh scales are broken and it was moved by Walter Murray and seconded by Martin Tekela that-"Mr. Edmonds replace the broken equipment at an approx. cost of \$250 for the feet and \$525 for the ramps"
- Carried unanimously.

At this point, the non-board members left the meeting.

#### Tomiko Murk

#### Treasurer's report

- Tomiko Murk overviewed the Balance Sheet and Income Statement as at Sept 5, 2011.
- The Club continues to be in a sound financial position, is profitable for the year to date and has net cash balance of \$197,277
- · On motion by Del Bruce and seconded by David Forbes, the financials were approved as presented
- Approval moved by Walter Murray, seconded by Mike Bryan and carried unanimously

#### **Martin Tekela**

#### 35th Anniversary Gala

- Martin Tekela advised arrangements are well advanced with the Hotel contract signed.
- Member cost is likely to be \$76 per person.
- Will look into the possible use of Pay Pal to facilitate payment.
- · Lorraine Summerfield of the Toronto Star is assisting in securing the keynote speaker.
- Planning 20 tables of 8 and Walter Murray and David Forbes to assist with seating arrangements.

#### **Mario Marrello**

#### Succession Planning Committee

- One of the Club shortcomings is the lack of a Succession Plan for
- · Following discussion, Walter Murray moved and Martin Tekela seconded that-"A Succession Planning Committee is constituted to define the roles and responsibilities of all key Club positions and recommend best practices and policies including Succession Plans for such positions to the Board."

- The Committee to be chaired by Del Bruce and to include Tim Sanderson, Mike Bryan and Otto Mittelstaedt."
- Carried unanimously.

#### Mike Bryan

#### **Email Policy Committee Report**

- The committee had analyzed the issues regarding email event reminders to all members.
- It felt that only Open House, the Concours d 'Elegance and the Awards Banquet might require them. All other events should be promoted in the usual way, through Provinz, the web site and monthly email blast, which is always timed to be sent the weekend before each monthly social.
- The security of the email address list was considered to be of high importance. Therefore, Mike Bryan, who already has access, agreed to take over UCR email administration if Otto Mittelstaedt might ever wish to reduce his workload.
- Facebook and Twitter were acknowledged as alternative communication tools.
- The committee proposed that Otto continue to develop their use.
- The committee's recommendations were approved.

#### **Del Bruce**

#### **Driver Education**

- Going well with 76 at Shannonville with 120 currently registered for Sept and 98 for October.
- Anticipate 667 for the year in keeping with budget.
- Changes occurring at Mosport with Corporate Suites and a crossover bridge under construction

#### **David Forbes**

#### **Fun Runs**

- David Forbes reported on Fun Runs that the Sept 10th Rally will be rolled over to 0ct 22;
- The Muskoka Fall Fun Run for Oct 1 is fully booked;
- A Fun Run Host Package will be available for 2012 events with five Fun Runs presently scheduled for 2012 and that the 2012 Rally Planning Schedule will be developed in the next two months.

#### **Walter Murray**

#### Targa Manitoulin

- Walter Murray reported on Targa Manitoulin advising 23 cars are registered which is a great turnout as accommodations could only handle 30.
- The Island residents have embraced the Rally with tremendous enthusiasm and have helped with planning.
- The Airport Manager offered the runways for demos but perhaps a charity ride next year.

- The town of Manitowaning is rolling out the red carpet, closing off a downtown street where locals will be invited to view the cars and where people are comfortable, invited to sit in them.
- The community will put up a Marquee and provide lunch with the Reeve and local newspaper in attendance.
- This promises to be a watershed event and Tom Brown and Sajjad Butt are to be commended for the countless hours they have put in to organize.

#### Mario Marrello

#### **Socials**

- Mr. Marrello reported on behalf of Isabel Stark, the Social Chair, that the Sept social was cancelled to allow members to attend the "Celebration of Life" event in memory of Jeff White.
- The October social will be at the Musket with the Speaker Dave Hazan of The Car Studio and the Topic-"Immortalizing your Ride".
- The November social will be hosted by our own Tim Sanderson and the Northwest Atlantic Motorsports Crew sharing with us their adventure at the 10th Anniversary Targa Newfoundland. Location TBD.

#### **Autocross**

 Mr. Marrello advised the event scheduled for this coming Sunday is filling up well

#### **Tim Sanderson**

#### **Tech Events**

 Mr. Sanderson advised Braidan Wheel and Tire will host an open house on Saturday October 29, 2011 at their new facility.

#### **Other Business**

 As there was no other business to appear before the meeting, it adjourned at 9.15pm

Next meeting will be held on October 4, 2011, at Sandman Signature Toronto Airport Hotel, 55 Reading Court Toronto

Meeting adjourned at 9:15 🏵



## CONTACTS



EXECUTIVE

DIRECTORS

**EVENT CHAIRS** 

President

**Mario Marrello** 

Mike Bryan

Driver Ed Chair

**Dave Osborne** 

Goodie Store

Andy Hunt / Nautical White

**Del Bruce** 

**David Forbes** 

Chief Instructor Stephen Goodbody Historian **John Adam** 

Past President

**Martin Tekela** 

Appraisals Patrick Michaud **Bruce Farrow**  Membership Angie & Mark Herring

Secretary
John Van Atter

Membership Retention

Ken Jensen

Treasurer

Tomiko Murk

Autocross Mario Marrello

Shift Into Spring/UCR Open House Paul Ip

Provinz Editor

**Kye Wankum** 

**Horst Petermann** 

**Tim Sanderson** 

Walter Murray

Awards Banquet Martin Tekela

Club Racing Mike Edmonds Zone 1 Rep Jennifer Webb

Web Master

Otto Mittelstaedt

Concours Co-Chairs: Richard Shepard

Rally Sajjad Butt

Fun Runs

**Chris Ralphs** 

**David Forbes** 

Tech Editor George O'Neill

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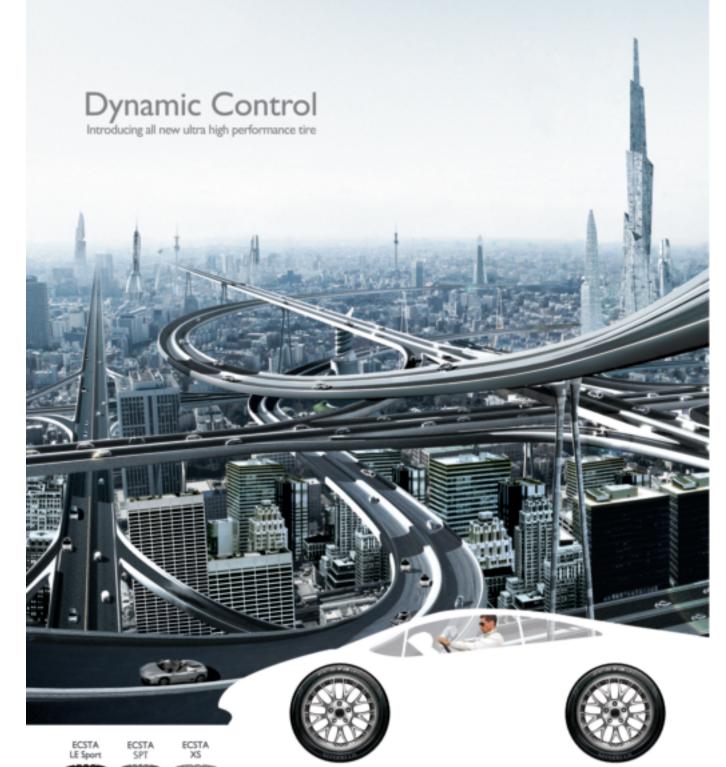


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