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



October 2011

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**Cover Photo:** Racing action at the CanAm Challenge PCA Club Race at Mosport in July, hosted by UCR; Photograph by Michael A. Coates



# PRESIDENT'S MESSAGE



**Mario Marrello**  
UCR President

October 2011 – where has the time gone? It seems that the older I get, the faster time flies, or is it because I'm having so much fun now that time seems to fly by so quickly! I'm guessing the latter.

Fortunately, our driving season has not finished yet, so there is still lots of fun to be had. We have an autocross scheduled for October 9th, the last DE of 2011 is scheduled for October 15th and the UCR Fall Rally on October 22nd.

The rally event has been very popular since it was introduced just over a year ago. It's a great way for a driver and navigator to spend a few hours driving in a friendly competition. The UCR rally is suitable for all drivers, regardless of experience. It's all done on paved roads, following all applicable laws and requires the driver and navigator to accurately follow instructions to reach their target in a prescribed time.

By all accounts, the DE season has been very successful this year. Participation has increased from last year and every event has run smoothly. When things go so well, we tend to forget how much effort went into the planning and execution to make it so. Kudos goes out to the track team for their tremendous effort.

The autocross has also had a very successful year as we've had record attendance at each event. Autocross seems to be a popular event for new members, so I have the privilege of meeting many of them. I've seen them become more comfortable with their cars and increase their skills with each run.

Speaking of new members – we are also breaking records in membership growth. We won the membership growth award at the PCA Parade in Savannah, Georgia, and we are continuing to grow. Our total membership, including both primary and family members is just over 3,000, up from 2,745 at the same time last year.

If this is your first issue of Provinz, I'd like to extend our friendly welcome to you. The PCA motto is "It's not just the cars, it's the people", and UCR really does make an effort to maintain that philosophy. In that context, I invite you to email, call, or introduce yourself to me at an event and let me know what you would like the club to do for you. We really would like to know what you want from the club, so we can put plans in place to make that happen.

Back to the fun: since the club is about people, we also have monthly socials. These are scheduled regularly on the second Tuesday of each month. Make sure you have those evenings highlighted in your calendar and check the website for locations. It's a great way to meet other members, talk about our cars and what we've done with them, have a great meal and be entertained by different speakers.

Our general meeting for annual elections will be held with the November social. This year, the bylaws allow for primary and family members to vote, so look for election details in this issue and on the website and exercise your right to vote!

You've seen the prompt on our website to mark November 19th in your calendars. Well, on Saturday November 19th, UCR will be hosting our 35th Anniversary Gala at the Westin Harbour Castle at Toronto's bustling waterfront. You are all invited to celebrate our 2011 season and our 35th year. This promises to be a fantastic evening at a great location with dinner and live entertainment. The cost is \$76 per person to mark 1976 as the year UCR was chartered.

Until next time, take care and drive safely,

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](http://www.pcaucr.org)

## JANUARY

11 Tues UCR Social Meeting at Boom Restaurant, Toronto

## FEBRUARY

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

## MARCH

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

## APRIL

12 Tues UCR Social Meeting at Mimico Cruising Club  
16 Sat UCR Skid Pad School at Mosport (IDS)  
17 Sun UCR Autocross at the Toronto Star facility in Woodbridge  
30 Sat UCR Skid Pad School at Mosport (IDS)

## MAY

1 Sun UCR Open House at Canadian Air & Space Museum, Downsview Park  
7 Sat Muskoka Spring Fun Run  
10 Tues UCR Social Meeting  
14-15 Sat-Sun Driver Ed at Mosport  
28 Sat Beaver Valley Fun Run  
26-29 Thu-Sun Zone 1 Club Race at Watkins Glen  
27-29 Fri-Sun UCR Spring Tour  
29 Sun UCR Autocross at the Toronto Star facility in Woodbridge

## JUNE

10 Fri UCR DE Instructor Day  
11-12 Sat-Sun UCR Driver Ed at Mosport  
12 Sun UCR Concours d'Elegance at Mosport  
14 Tues UCR Social Meeting Piazzetta2 at 936 Eglinton Ave. West  
17-19 Fri-Sun Zone 1 48-Hours at The Glen  
19 Sun Yorkville Exotic Car Show  
25 Sat UCR Rally #1

## JULY

9 Sat Bear Manor Fun Run  
12 Tues UCR Social Meeting at Downtown Porsche  
15-17 Fri-Sun NNJR/UCR Driver Ed at Mosport  
23-24 Sat-Sun Porscheplatz at the ALMS Race at Mosport  
29-31 Fri-Sun PCA Club Race hosted by UCR at Mosport  
31 - Aug 6 PCA Porsche Parade, Savannah, Georgia

## AUGUST

7 Sun Collingwood Fun Run  
9 Tues UCR Social Meeting at Pfaff Outlet Oakville  
27-28 Sat-Sun UCR Driver Ed at Shannonville

## SEPTEMBER

10 Sat UCR Rally #2 – postponed  
Please see page 61 for details  
11 Sun UCR Autocross at the Toronto Star facility in Woodbridge  
13 Tues UCR Social Meeting cancelled  
16-18 Fri-Sun Targa Manitoulin  
24-25 Sat-Sun UCR Driver Ed at Mosport

## OCTOBER

1 Sat Muskoka Fall Fun Run  
9 Sun UCR Autocross at the Toronto Star facility in Woodbridge  
11 Tues UCR Social Meeting at The Musket in Etobicoke  
15-16 Sat-Sun Driver Ed at Mosport  
22 Sat UCR Rally #3 - Details TBD

## NOVEMBER

8 Tues UCR Social Meeting and Election at Mimico Cruising Club, Toronto  
19 Sat UCR 35th Anniversary Gala at Westin Harbour Castle Hotel, Toronto

## 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

**U**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, October 11, 2011**

**The Musket, 40 Advance Road,  
Toronto, M8Z 2T4 (416) 231-6488  
[www.musketrestaurant.com](http://www.musketrestaurant.com)**

**Speaker: David Hazan/The Car Studio**

An annual tradition for UCR members, we return to the Musket Restaurant for our Oktoberfest Social. The fine German fare, coupled with excellent German Beer, complements the kind service of the Enser family, owners of The Musket. Join us and bring your friends too. Everyone enjoys celebrating Oktoberfest!

Our speaker for the evening, David Hazan from The Car Studio, will delight our visual senses with some inspiring images of clients' rides, while discussing how The Car Studio can immortalize your vehicle. Utilizing all available techniques will create the magic of images you'll admire for years. As a special treat, The Car Studio has donated a Gift Certificate for a Free Photo Shoot and Poster to be given away at the end of the evening.

**Tuesday, November 8**

**Mimico Cruising Club, 200 Humber Bay Park Road West,  
Toronto, M8V 3X7 (416)252-7737  
[www.mimicocruisingclub.com](http://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 speakers consist of all 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 grueling 7 day event.

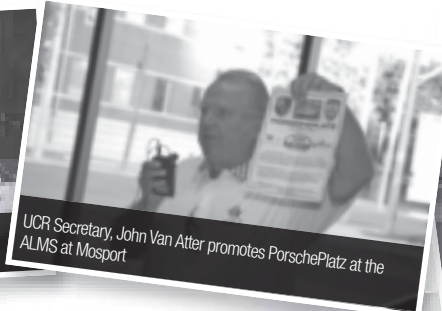
## Past Events: July Social at Downtown

Photos by Eshel Zweig

In observance of the passing of Jeff White, PCA/UCR past President and devoted Club Member/Volunteer, our September 2011 was cancelled to allow club members the opportunity to attend the Celebration of Jeff White's Life Memorial in Aurora, ON. Friends and colleagues paid tribute to Jeff by joining the family for the memorial service held at Kings Riding Golf Course. In lieu of flowers, and in recognition of Jeff's many contributions, donations may be made to Athan's Gift Fund or Heart and Stroke. Online condolences may be made at [www.thompsonsfh-aurora.com](http://www.thompsonsfh-aurora.com)



The brand-new Downtown Porsche dealership played host to the July Social



UCR Secretary, John Van Atter promotes PorschePlatz at the ALMS at Mosport



UCR Director, Mike Bryan and UCR Social chair, Isabel Starck

WELCOME!

# NEW MEMBERS

Name	Location	Model	Thanks To
Harjeet Bagga	Mississauga	12-911	Downtown Porsche
Anuj Batra	Aurora	10-911 GT3	
Michael Birbari & Rob Bird	Burlington	06-Cayenne S	Mantis Racing
Robert Brews	Toronto	08-911	Downtown Porsche
Yi Nan Cho	Toronto	11-Cayenne	Downtown Porsche
Jon Cline	Milton	08-911	
Moir Cohen	Toronto	11-Cayenne	Downtown Porsche
John Collier	Toronto	05-Boxster	Downtown Porsche
Gary & Brenda Creeden	St. Thomas	12-911 GTS	
Larry Davidson	Toronto	11-Cayman	Downtown Porsche
Andy Dickison	Oakville	12-911 TS	Downtown Porsche
Brian Fields	Toronto	08-Cayenne	Downtown Porsche
Ronald Fuller	Mississauga	04-Boxster	Downtown Porsche
Marilyn & Chuck Gold	Don Mills	11-Panamera	Downtown Porsche
Robert & Stephanie Goodman	London	03-911 C4S	Richard Smith
Douglas Goold	Toronto	10-Cayman	Downtown Porsche
Gerry & Mary Grant	Kitchener	88-911	Angie Herring
James Grosdanis	Toronto	11-Cayman	Downtown Porsche
Dominic Guthrie	Whitby	12-Boxster	Downtown Porsche
Robert Harrison	Toronto	12-Boxster	Downtown Porsche
Drummond Hassan	Toronto	08-911	Downtown Porsche
Jenny He	Scarborough	11-Cayenne	Downtown Porsche
Diane Horton	Toronto	11-Cayenne	Downtown Porsche
George & Alexandra Jablonsky	London	12-Panamera 4	Porsche of London
Vadim Jivov	Shanty Bay	12-911	Downtown Porsche
Rowan Kerr	Guelph	07-Boxster	Downtown Porsche

Continued on page 15

CONGRATS!

# ANNIVERSARIES

**20  
YEARS**

Stephen Corner  
Abe & Fern Reinhartz

**10  
YEARS**

Rick & Michelle Doktor  
Michael & Adam Maurer  
Ken & Rita Nugent  
Rui Santos  
Meghan Tyrell  
Andrew & Evelyn Wickett

**5  
YEARS**

Tony Brenders & Shireen Badhwar  
John & Erna Holgate  
Stephen Januszewski  
Andrew Neuman  
David Plumb & Pamela Stewart  
Martha Schoemer



**15  
YEARS**

Keith & Helen Andersen  
Sandy Black  
Lou Cardakovski  
Donna Farrow  
Michael Hersey  
Laura Parkes

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# EDITOR'S RAMBLINGS



**Kye Wankum**  
Editor

Imagine that many of you feel just like I do... we refuse to give in and admit that summer is already over. After that soggy spring we had, and then an almost unbearably hot summer, this is truly the best part of the driving season! This, finally, is great Porsche-driving weather! I have one more regional race at Mosport to look forward to at the end of September and then, after having registered for all of the UCR DE events this season, and then cancelling almost all of them, I will finally participate in the final one, the OktoberFiesta. This one sounds like a lot of fun – see page 54 of this issue for more details in TrackTalk, the monthly column by our track chair, Dave Osborne. There has apparently been a rumour circulating in the paddock, that I don't actually exist, since no one ever sees me participating in anything...

We are playing a little bit of a catch-up game this month, after September's extravagant anniversary issue took a lot of time and effort. Covered are – if only in photos this month – the IDS\* and DE\* event at Shannonville, where Provinz Associate Editor and DE newbie, Garth Stiebel, won a \$1,500.00 Michelin Tire gift certificate, presented by Brad Shimbashi of Braidan Tire. Braidan Tire has been a big supporter of UCR and you will now find their ad on the back cover of Provinz. Braidan has also invited us to a catered Open House at their new location; be sure to see the details on page 14 of this issue. Meanwhile, Garth will be sharing his first-time UCR IDS and DE experience with us in next month's issue.

You will find three inserts in this mailing of Provinz. First, there is the fall edition of the UCR membership recruitment card; this serves a double purpose. You can use it as a reminder of upcoming UCR events, including

the monthly Socials, and you can pass it on to a Porsche-driving neighbour or place it under the windshield wiper of an unfamiliar Porsche you come across in your travels around town. Secondly, there is a Notice of Meeting, calling on all of us to vote in the upcoming UCR Election. You may do so on-line or, better yet, at the monthly UCR Social in November. Last but not least, it's time to make plans to attend the 35th Anniversary UCR Gala. The enclosed flyer will provide all of the details. It's a special year for our club and a very special event is being planned – be sure to be there!

We have coverage on the UCR Autocross season, where more and more members – myself included – find out just how much fun that is. We have the wrap-up of the annual PCA club race, hosted by UCR, which was a fantastic event, organized by new event chair, Mike Edmonds. And, rounding out last month's anniversary issue, we have a wonderful little story by Adele Gaunt about Dave's 1976 911.

Enjoy the crisp fall air, as I know those air-cooled motors do...

\*For those new to these pages: IDS = Introductory Driving School (mandatory for the participation in DE). DE = Driver Education. For more details, please see the UCR website at [www.pcaucr.org](http://www.pcaucr.org)



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# THE WAY WE WERE...

## 20 Years Ago

Six new advertisers meant that Provinz had to expand to 36 pages. President Phil White recognized the recipients of the Zone Reps Award, given to exceptional PCA members on an infrequent basis. The winners received their award at the 1991 Parade in Boston – they were Angie and Mark Herring – still doing what they do best. Other noteworthy Parade trophy winners included Dave and Betty Pateman, Elizabeth and Allan Spivak, Botho von Bose, Mary Metcalfe and Rosemary Adam. Jack Webb was shown as a new member. Pirelli were sponsors of our driver ed program and also the Awards Banquet. Howard Dexter wrote about Porsche's need to develop a newer race car to follow the 962. John Adam had taken on the role of Zone 11 rep and was giving up his Provinz editorship. Nine nominees were available for five director positions. Owen Sela wrote about the death of our friend Bill Cook. Bruce Farrow's "Classic Porsches" featured vintage racing.

## 15 Years Ago

It was time to review the first UCR club race, with ample photos and story by Rick Small. Boxster sneak peaks were offered. Editor Karl Thomson was thrilled by the first place award for the previous year's edition of Provinz. Jay Lloyds was racing around the world and had just visited Le Mans. Karl Thomson was looking for a baby seat to fit a 944. There were eight candidates for 5 director positions.

Contributed by John Adam, UCR Historian



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# DRIVER ED



## UCR Driver Ed Dates for 2011!

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### Introductory Driving School

**Saturday, April 16th** - Mosport Training Facility

**Saturday, April 30th** - Mosport Training Facility

**Saturday August 27th** - Shannonville Facility

Loads of Porsche Fun with Lunch Provided - Slip and Slide in Safety!

### Driver Education Programme Dates

**Saturday & Sunday, May 14th & 15th**

**Mosport Grand Prix Track**

Saturday Evening Munchie Buffet Social and Lunch Time Lucky Draw included!

**Saturday & Sunday, June 11th & 12th**

**Mosport Grand Prix Track**

Saturday Evening Track Walk with Refreshments! A must for all "Trackies".

**Friday thru Sunday, July 15th, 16th & 17th**

**Mosport Grand Prix Track**

Loads of Student Spaces, Three Days of Track Time and Saturday Evening, Dinner & Social with our friends from NNJR

**Saturday & Sunday, August 27th & 28th**

**Shannonville Full Track and IDS**

Saturday Evening Dinner Social where someone will win a set of tires!

**Saturday & Sunday, September 24th & 25th**

**Mosport Grand Prix Track**

Fall Colors Event with Munchie Buffet Social and Lunch Time Lucky Draw included!

**Saturday & Sunday, October 15th & 16th**

**OktoberFiesta at Mosport Grand Prix Track**

Multi Marque Event with German Beverages and a Spanish Flavor, Porsche, BMW, Audi, Mercedes Welcome!

For questions regarding UCR  
DE registration, please contact  
[registrar@pcaucr.org](mailto:registrar@pcaucr.org)

## UCR IDS and DE at Shannonville

Photos from the 2011 Introductory Driving School and Driver Education event at Shannonville by Graham Jardine





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## LETTERS TO THE EDITOR

Please send in your comments about this newsletter and the articles featured herein, but also about any other topic concerning our club. Things you'd like to see and do; things you don't. Personal anecdotes, your Porsche ownership-related experiences - good and bad. This is your forum - please be sure to make good and repeated use of it.

Submissions are due on the first of the month to be published in the following month's issue of Provinz.

Please submit your contributions to:  
[kye.wankum@rogers.com](mailto:kye.wankum@rogers.com)

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# UCR Tech Session

## Is Your All-Wheel Drive ...Active?

by George O'Neill, UCR Tech Editor

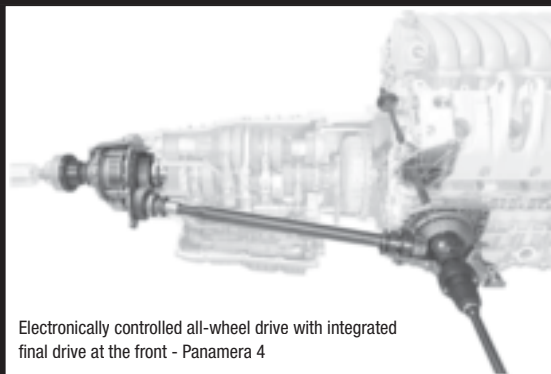
**W**inter is coming! Winter is coming! As the warm summer blends into cooler fall days and the leaves change into a myriad of beautiful colours, we turn our attention to thinking about the upcoming winter since the first snowstorm is not far off. I must admit this is one of my most favourite times of the year. I love the sound of rustling leaves blowing in the wind and going for long afternoon drives with the top down in the country in search of perfect apples or pumpkins, while enjoying the crisp air, sunshine and the mosaic of colourful roadside images. If you are looking to take a great drive, cruise over to Meaford and check out Grandma Lambe's for great pies! You probably can't buy just one.

Images of the upcoming ski season are also dancing in my mind as I think about making the first run through virgin snow. This, of course, leads me to ponder how best to get to the ski hill in safety, warmth and comfort. Often these days, driving an all-wheel drive vehicle is the wisest decision. But is your all-wheel drive system active?



Panameras and a 911 in the snow

Many who own Porsches have the choice to drive their cars through the winter, or let them sleep until spring. For all the years I have owned my 996 I have chosen to put the Cabrio away for the winter, since it is two-wheel drive, and I do not want to give road salt the chance to eat away at the car. But I have to admit, with Porsche of-



Electronically controlled all-wheel drive with integrated final drive at the front - Panamera 4

fering all-wheel drive (AWD) cars in 911, Panamera, and Cayenne flavours, it is very tempting to trade up to an AWD car I can enjoy all year. I could drive the 996 in the winter, and I know people who do, and they are quick to praise how well their cars handle with winter tires, yet I just can't bring myself to drive my car through snow and slush. However, I think I have convinced myself my next Porsche will be an AWD version.

Porsche refers to their AWD system as Porsche Traction Management (PTM). If you follow some of the other German car brands you most likely know Mercedes calls their system 4-Matic, BMW uses X-Drive, and Audi labels theirs Quattro. Check out YouTube for interesting comparisons of the systems and how well they work under limited traction conditions. Fancy names do not always equate to the best performance. As my father said, "paper does not refuse ink", so one can call something anything one wants to, but the proof is in the actual performance. AWD systems are not created equal.

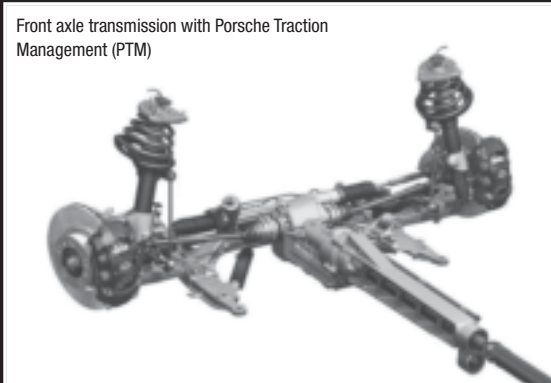
Porsche's comprehensive AWD system is developed to handle driving situations providing the most traction possible under the circumstances encountered. PTM encompasses permanent all-wheel drive with an electronically controlled multi-plate clutch, an Automatic Brake Differential (ABD) Anti-Slip Regulation (ASR) and works in harmony with Porsche Stability Management (PSM). Let's look at each of these systems a bit further to see how they all work together to provide a better driving experience.

An electronically controlled multi-plate clutch housed inside the front axle reacts much faster than a traditional hydraulic clutch since there does not need to be a significant rotational speed differential between front and rear axles before the electronic clutch engages to send power to the axle which has the most available traction. Hydraulic clutches require a significant speed

differential between axles before the clutch is able to determine in which direction torque needs to be redistributed. Electronics continuously monitor driving conditions and are quick to determine where power should be sent. The days of sitting and spinning in my Jeep CJ7 waiting for the clutch and gears to mechanically determine where to send power, are over. With PTM power delivery is smooth and torque is redirected within 100 milliseconds to the wheel or wheels with traction. Porsche 911, Panamera and non-Hybrid and non-Diesel Cayennes have electronically controlled multi-plate clutches. Hybrid and Diesel Cayennes have permanent AWD with self-locking differentials that better match the characteristics of their drivetrains.

Automatic Brake Differential (ABD) applies brake pressure to

Front axle transmission with Porsche Traction Management (PTM)



the drive wheel that is spinning to ensure the wheels along the same axle are rotating at the same speed. This behaves like an electronic version of mechanical limited slip differentials you may be familiar with in older cars. My Jeep had a mechanical locking rear axle, and again there had to be a noticeable speed difference between the axle shafts before the mechanical lock would engage. Electronics are much faster to react. ABD communicates with the PTM along the so-called CAN (Controller Area Network) bus, the car's electronic backbone, or for us old enough to remember things such as drum brakes, a very modern version of the car's wiring harness.

Anti-Slip Regulation (ASR) reduces engine power when sensors detect excessive slip at the drive wheels. Again, communication occurs within milliseconds across the CAN bus as part of PTM.

Working in conjunction with ABD and ASR is the Porsche Stability Management (PSM) system, which you most likely have on your modern Porsche. This is an electronic stability system that continuously monitors multiple sensors to detect if the vehicle



is headed in the direction intended by the driver, and if not will step in and apply brake pressure to the appropriate wheels in order to bring the vehicle back in line with the intended direction. Sounds like a little bit of magic, which it is, since lots of development time was needed to perfect this, but using sensors in the steering wheel, at each road wheel, and for pitch, roll and yaw, the system can "look forward" to predict where the car is going, and whether or not it is actually headed there.

So to recap, PTM coordinates ABD, ASR and PSM input with the simple, yet complex to achieve, goal of providing optimal traction to get us where we want to go in all road conditions with a minimum amount of fuss and stress. In my opinion, there will be a day in the future when most vehicles will be AWD since it just makes so much sense all wheels are available to offer traction when needed. Think about a mountain lion using all four of her legs to propel her where she wants to go. Cars will be like that too. Porsches are already there.

Perhaps there is also a day sometime soon when I will be driving an AWD 911 throughout the year. When that day comes, rest assured there are lots of electronic components working to keep the car on the road and to make the trip as easy and enjoyable as possible, no matter the road conditions. It may even make me forget those days of spinning out in my Jeep to get to the ski hill for that first run of the day.

Let me know your experiences with your AWD Porsche. 🌀

We welcome your input and thoughts. Do you have any story ideas or wish to contribute an article? If so e-mail the author at [George@ONeillRealEstate.ca](mailto:George@ONeillRealEstate.ca) now. Images were obtained from the Porsche media website and thanks go out to Laurance Yap of Porsche Canada who provided technical information.



# 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 5-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

## Braidan Tire Open House

By Richard Bain

Braidan Wheel & Tire is one of UCR's most ardent supporters. On Saturday, October 29, Braidan will be hosting at its new facility in Markham (two blocks east of its former location) a get-together for UCR members, from 11 AM to 3:00 PM. This will be a catered affair, featuring a Pasta Bar. Black tie not required.

Braidan Wheel & Tire, an authorized Michelin dealer and the exclusive Ontario distributor of Michelin Racing slicks, is an avid sponsor of UCR's track program, a regular advertiser in Provinz, and with the financial assistance of Michelin Tire, the host of the annual Braidan Track Day at Mosport for UCR drivers.

See you on the 29th!



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

# UCR IDS and DE at Shannonville (cont.)

Photos from the 2011 Introductory Driving School and Driver Education event at Shannonville by Graham Jardine



## New members continued from page 7

Wally & Barbara Khalil  
Dillon Kwan  
Andrew Ludzeneks  
Garry & Stephanie McEnhill  
Sean & Susan Murphy  
Corrin Naylor & Colton Moore  
Michael Nehall  
Dave Nichols  
John O'Connell  
Roy & Nikolai Ojala  
In Dae Pak  
Ryan Pennie  
Liang Qian  
Yang Qui  
Daniel Rebhan & Sandi Nelles  
Boules Riad  
Jonathon Rolstin & Jenna Haley  
Ed Rosenblat  
Michael Serbinas  
Tracy Shannon  
Seima & Shawn Sheik  
Luciano Sorbara  
Irene & David Tam  
Robert & Keri Thompson  
Johannes & Dina Tjiang  
John & Suzie Vacca  
Victor Varma  
Gregory & Catharina Vogt  
Micro Walther  
Hao Wang  
Keith & Lindy Welsby  
Peter Zaltz

Toronto  
Oakville  
Etobicoke  
Dundas  
Etobicoke  
Beamsville  
Brampton  
St. Catharines  
St. Catharines  
Waterloo  
Toronto  
Toronto  
Scarborough  
North York  
Caledon  
North York  
Oshawa  
Willowdale  
Toronto  
Toronto  
Mississauga  
Toronto  
Mississauga  
Waterloo  
Etobicoke  
Stoney Creek  
Mitchell's Bay  
Toronto  
Thunder Bay  
Aurora  
Schomberg  
Toronto

06-911  
03-911  
88-944 S  
10-Cayman  
86-911  
87-944  
04-Boxster S  
01-Boxster S  
10-Panamera  
08-Cayman  
11-Cayenne  
11-911  
10-Cayenne  
11-Panamera  
67-911 S  
11-Panamera  
82-911 SC  
11-Cayenne  
11-Panamera  
12-911  
11-Cayenne  
05-911 CS  
12-Boxster  
02-911  
08-Cayenne  
09-Boxster  
11-Boxster Spyder  
11-Boxster  
11-Panamera  
11-Cayenne  
05-Boxster S  
11-911

JP Tanguay  
Mantis Racing

Brent Muir

Michael Broccolo  
Downtown Porsche

Downtown Porsche  
Downtown Porsche  
Downtown Porsche  
Downtown Porsche  
Chris Rebhan  
Downtown Porsche  
Briion Charters  
Downtown Porsche  
Downtown Porsche  
Downtown Porsche  
Steve Bamford  
German Auto Tech  
Richard Morelli

Charles Williams  
Downtown Porsche  
Downtown Porsche  
Downtown Porsche

Downtown Porsche

# Autocross

Report by Mario Marrello

# UPDATE!

**T**he autocross season for 2011 is almost over! We've had successful events on April 17, May 29 and September 11.

Remarkably, each event has broken attendance records for UCR autocross. I'm happy to say that the autocross seems to be catching on in UCR!

During the April event, we had 15 cars show up with 16 drivers. Yes, it is possible for two drivers to share a car and I do my best to schedule their runs so they have time to switch. The weather was not the best on this day, as we had a bit of snow, sleet, sunshine, rain and heavy winds. All four seasons in a few hours, but that didn't seem to affect the drivers. Everyone had great fun and, except for the time system getting iced up late in the day, we could have gone on longer!

The May autocross had a record turnout; we had 26 drivers. Even though we had a wet spring, the weather on this day was great. Richard Shepard volunteered to take some video, which is now on the UCR Facebook page. Once again, for most drivers, this was their first time out to an autocross and in some

cases, their first event at UCR. Some of the feedback I got was along the lines of "I had no idea this would be so much fun!" It's always great to hear new members, or members that have been around a long time and never tried autocross, come to this realization. The September autocross also had 26 drivers – fantastic!

Of course, autocross is not only fun, it can also be challenging. It's a recognized event by the SCCA and has standard rules. The driving techniques are similar to any performance driving sport; however, the key difference with autocross is learning to drive the best line on a brand new course each time with only strategically placed cones marking the course. The most important aspect of an autocross is thinking ahead to the next corner so that you position the car at the exit of the current corner to make the best run. This requires that you think ahead and look ahead – both important skills even on the track.



Photo by Michael A. Coates



Photo by Richard Shepard



I also try to make autocross as family friendly as possible. Many people ask if it is OK to bring kids to this event. It is definitely OK; in fact, one or both of my kids have attended almost every autocross event that the PCA has put on. The Porsche club is and always has been about people, and we have strived to make the autocross something that you can enjoy with your family.

If your kids are under 18 years of age, PCA considers them minors and regulations require that a specific waiver be signed. Although there are two forms: 1) "Release and Waiver of Liability and Indemnity Agreement for Minors as Observers ONLY" and 2) "Release and Waiver of Liability and Indemnity Agreement for Minors in Restricted Areas, Driving or Riding", I recommend you choose form (2), as for autocross, the area where the car runs is considered "restricted".

You also have the option of doing this once if at the start of the season, provided you fill the form out for "All Autocross Events" as the location, and "All Dates" for the date. You can then submit the form on the first event and you and your kids are set for the season. The waivers are available on the autocross page on [pcaucr.org](http://pcaucr.org). Just click on the link on the left panel called "Downloadable Insurance Forms and Instructions".

We also allow non-Porsches to participate in the autocross. This means that, if your Porsche is not available, or even if you just choose to drive your other car, you are welcome to bring it

to this event. If your kids drive and are not minors, they can bring their own cars and participate themselves.

A typical autocross day starts at 9:30am. By the time you arrive at 9:30, the course will already be laid out and the timing system tested. Between 9:30 and 10am, we get the drivers registered and get all the necessary paper work done. At 10am we have a driver's meeting, which includes walking the course. Once we complete the track walk and answer any and all questions, the first car lines up to the start gate for the first of a minimum of 6 runs. With the volume of cars we have now, we are normally done by 4pm.

The location continues to be the Toronto Star in Woodbridge, but we are scouting out other venues. Please email me directly if you have any suggestions for new venues.

The last event is set for Oct 9 but, as always, check the UCR web site for up to date details on dates, locations and registration information.

Mario Marrello  
UCR Autocross Chair 

Photo by Richard Shepard



Photo by Michael A. Coates



Photo by Richard Shepard



## **PORSCHE CLUB OF AMERICA, UPPER CANADA REGION INC.**

### **NOTICE OF MEETING**

## **ANNUAL ELECTION**

The November meeting (the “Meeting”) of the members will be held at 8:00 p.m. on Tuesday, November 8, 2011 in the dining room of Mimico Cruising Club, 200 Humber Bay Road West, Toronto, Ontario, M8V 3X7, for the purpose of electing persons to fill for the year ending November 30, 2012 the following offices of the Club: President, Vice-President, Secretary, Treasurer and six Directors. The ten persons so elected together with the Editor of the Club Newsletter (currently, Kye Wankum) and the Webmaster of the Club’s website (currently, Otto Mittelstaedt) will comprise the Club’s Board of Directors.

Voting will only be permitted by ballot. The form of ballot may be downloaded from the Club’s website, the address of which is <http://pcaucr.org> starting October 15, 2011. Ballot forms will also be available for completion and submission at the meeting.

A member may submit his or her completed and signed ballot by mailing it via Canada Post in a postage prepaid envelope addressed to UCR Election, 49 Saint Charles Street East, Maryhill, ON N0B 2B0, or by fax to +1(519) 648-2974, or by deposit with the appropriate Club official at the Meeting before the votes have been tabulated. A member may also complete and submit a ballot online at the Club’s website. To be acted upon, ballots sent by fax, Canada Post or submitted online must be received by 8:00pm on November 7, 2011.

Following are the candidates nominated by the Nominating Committee for election to the respective elected positions. A member may vote for any one or more other member(s) who are eligible to serve, provided that they have agreed to serve if elected. Voting instructions are contained in the form of ballot. No more than a total of six persons should be designated to be elected as Directors, and no more than one person for each other elected office.

**Executives:** President, Mario Marrello; Vice-President, Del Bruce; Treasurer, Tomiko Murk;  
Secretary, Isabel Starck.

**Directors at Large:** Michael Bryan; David Forbes; Walter Murray; Horst Petermann; Arthur Quinlan,  
Tim Sanderson.

# Speed Merchants Wins at Road Atlanta



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# TWO WEEKS IN TURKEY

Turkey is a land of contrasts, cosmopolitan and modern, yet ancient and traditional. Bridging two continents, it is the gateway to the Orient, the meeting point of Asia and Europe. Majestic mosques, towering minarets, Sultans' palaces, oriental carpets, Turkish coffee and Whirling Dervishes may come to mind when you think of this country. Rich in Culture and history, the land that the present day Republic of Turkey now occupies, has been home to ancient civilizations such as Hittite, Roman, Byzantine, Ottoman. Filled with mystique and ambiance this is a country rich with culture: music, food, textiles, jewelry, handicrafts, antiquities, oriental carpets, illuminated art, dance and song. It's a land of endless discovery. ➤





Photos and article by Sandra Ozkur,  
UCR Member at Large



The array of Turkey's natural, historical and archaeological sites is overwhelming. The local people are extremely friendly and hospitable. I recommend that you take at least two weeks to get a good feel for this country. The country is large, so I have outlined a short tour that is do-able in two weeks with ease. Five days in Istanbul and a road trip to the coast for sea and sun will make for a very diverse and fulfilling visit.

Start your visit in Istanbul by seeing all the museums and historical sights; most are located in the area of Sultanahmet. Your first stop is the Aghia Sophia museum, built in 562 AD as an Orthodox Cathedral. It is the epitome of Byzantine architecture and was later converted to a mosque during the Ottoman period. Directly across the square sits the Blue Mosque, so named for its famed blue ceramic tiles that line the interior walls. Next to the Blue Mosque is the ancient Roman Hippodrome where you will see the Serpentine Column and Egyptian obelisk. Nearby is Topkapi Palace, home to the Sultans for over 400 years. Through the main gate you will enter the gardens. The palace was built on the top of the hill, providing a stunning view of the Bosphorus strait and coastline on the Asian side of the city. Many buildings are open to the public. View gem encrusted swords, golden thrones and a cradle covered with precious stones and pearls. The pride of the display is a pear shaped 86-carat diamond! The porcelain collection is one of the best in the world and features rare pieces from the Chinese dynasties. These outstanding pieces were gifts given to the sultan by the emperors of China. The Harem residence is of particular intrigue; see where the concubines, wives and children of the sultan spent their days studying music, art and dance for the Sultan's entertainment. You will see the eunuch's quarters and the 20-chimney kitchen made famous by James Bond movies.

Relax at an authentic Turkish bath. The 18th century Cagaloglu Hamami is not to be missed. A Turkish bath hamam is a public bathhouse, popular before the advent of in-house plumbing. These baths were local



Sea buses travel between the European and Asian side of Istanbul



Istanbul's historic covered Grand Bazaar

gathering places where people were soaped, scrubbed and shaved while visiting with their friends. Although some less famous public baths still exist, this historical bath now caters mostly to tourists because of its proximity to the other sights. It is famous for its architecture and has been well preserved. Upon entering the building you are assigned a cabin to change into a pestamal, (spa towel) that you wrap around your body. Traditionally you were given high wooden clogs but the modern rubber ones work well too. In the center of the domed building a circular marble slab, known as the naval stone, is heated by an ancient underground system. Looking up, natural light streams through the



Street markets in Bursa have everything from fruit to nuts



coloured ocular windows in the dome creating an ethereal atmosphere. Around the exterior walls are marble basins attached to the wall. You can choose to wash yourself or have a professional do it for you. Once you are wet, you proceed to the heated slab of marble where you are soaped and scrubbed with a rough cloth that exfoliates and stimulates circulation. Following the treatment, retreat to the cool room to rest and sip Turkish tea served in tiny glass cups.

It's time now for the greatest shopping experience of your life. An historical caravanserai, known as the 'Covered Bazaar', is a series of covered streets where merchants have been bringing their wares since the time of the Silk Road. If you love to haggle this is the place for you. To this day you can find silk scarves, oriental carpets, leather goods, gold and silver jewelry. Exotic handicrafts, purses, and shoes are everywhere so bargain to your heart's content! Don't miss the Spice Bazaar next to the Yeni Cami: sacks full of fresh herbs, spices, nuts, seeds, rice, lentils, grains, dried fruits, hand-made soaps and perfumes, the aroma is scent-sational!

If all this sightseeing has made you hungry, pick up a snack from the endless street vendors. Enjoy some of the inexpensive food such as Donair –shaved beef or chicken served in a pita or bun with vegetables and fries; Simit –bagel-style bread rolled in sesame seeds; roasted corn; or chestnuts fresh from the fire. For a full meal at a reasonable price, duck into a lokanta, where home-cooked dishes are displayed buffet style, making it easy to choose something that suits your taste. Turkey is known for its haute cuisine, on par with France and Italy. Each region of Turkey has its own specialty. Turkish cuisine is not particularly spicy but is heavy on vegetables, beans and lentils: a very healthy and satisfying diet. An experience not to be missed is the famous 'stretchy' ice cream, not only is the texture unique, but the vendor puts on an incredible show, particularly delightful for children.

Don't be afraid to walk off the main square and discover less touristy restaurants and shops full of wonderful deserts, candies and Turkish delight. The streets are safe; just beware of the usual pickpockets and scammers that can frequent touristy areas. The best part of Istanbul is the nightlife. Turks are out on the streets late at night, shopping or dining with friends at street cafes, chatting and drinking tea while playing backgammon, and perhaps smoking the nargile, (hookah pipe) at an outdoor tea garden. Young people dressed in the latest fashion stroll up and down the chic street of Taksim. The only motorized vehicle is the antique tram that passes down the center of the street. Turkish music fills the air and shops are open until 10:00 at night. Istanbul has a huge nightclub and bar scene and is becoming one of the 'hottest' destinations in Europe. ➤

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

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Vendor puts on a show with his 'stretchy ice cream'

Five days will give you a good overview of Istanbul. Depart for the Asian side of the country by taking a luxury coach bus. Several companies (Ulusoy is great) offer service to almost every small town and are very inexpensive. Turkey has innumerable thermal springs and spas with curative waters. A short distance from Istanbul you will find a Termal just outside the small city of Yalova. Bathe in this Turkish bath built for the wife of a Sultan. There are male and female baths as well as private and family rooms. On the grounds are terminals where thermal waters spring from the earth, each one containing elements particularly healing for different ailments: eye water, stomach water, steam for bronchial disorders, skin conditions and much more. The forest setting was also one of Kemal Ataturk's (the father of the Turkish republic) summer-houses, which has been converted into a museum.

Next stop Bursa, the first capital of the Ottoman Dynasty and main stop on the Silk Road. Still a center of silk making, you can purchase wonderful silk wares at the ancient Han. There is an impressive covered bazaar and produce market, which is frequented mostly by locals, a nice change from Istanbul bazaars. This city is also famous for the Iskendar kebab, a local meat dish that is not to be missed!

Situated in the mountainous region, this scenic city is just a short distance from Turkey's only ski resort.

For your final week head east to the Aegean coast for a beach holiday. Pass through the beautiful port town of Izmir and end

your journey at Cesme, awarded the 2011 travelers' choice award by Tripadvisor. Exquisite sandy beaches with crystal clear turquoise water are a short mini-bus ride from the center. This intimate resort town has become a hot spot for the rich and famous. Trendy shops, bars and fish restaurants line the street leading to the Marina. Sit and watch the sun set in a rooftop café. Stroll along the boardwalk while watching the sailing ships and fishing boats come in to the harbor.

Day trips are available to the Greek Island of Chios. Better yet, stay on the Turkish side and visit the village of Alacati, which was originally inhabited by Greek nationals. Traditional white stone houses with blue shutters, characteristic of the Greek Islands, are meticulously maintained. The village is now an artisans' showcase. Ancient windmills tower over the town as noble sentries. This town has a continuous sea breeze, making it one of the best windsurfing locations in the world. International competitions are held here yearly.

When you're thoroughly rejuvenated, tanned and relaxed, return to Istanbul with a quick flight back from Izmir. Two weeks will only be enough time to sample a few flavors of this diverse and beautiful country. It will whet your appetite for a return trip to other parts of this vast and exotic land. I never get tired of visiting this country that has lived in my heart now for over a quarter of a century. ☸

[More photos >](#)



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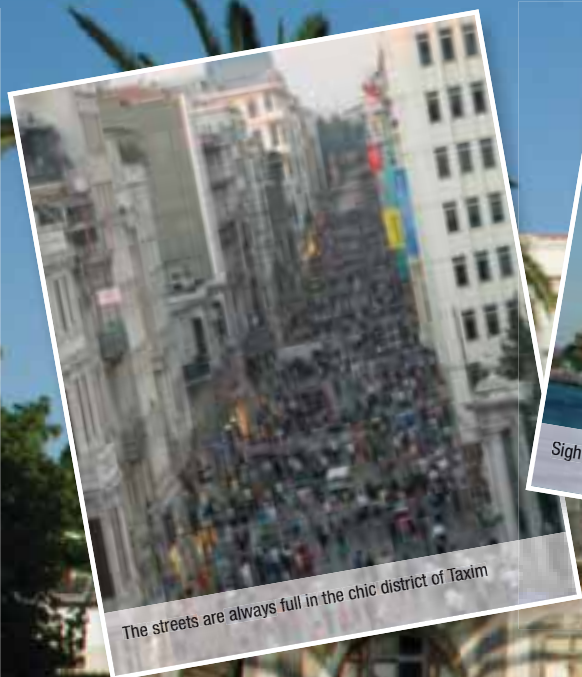


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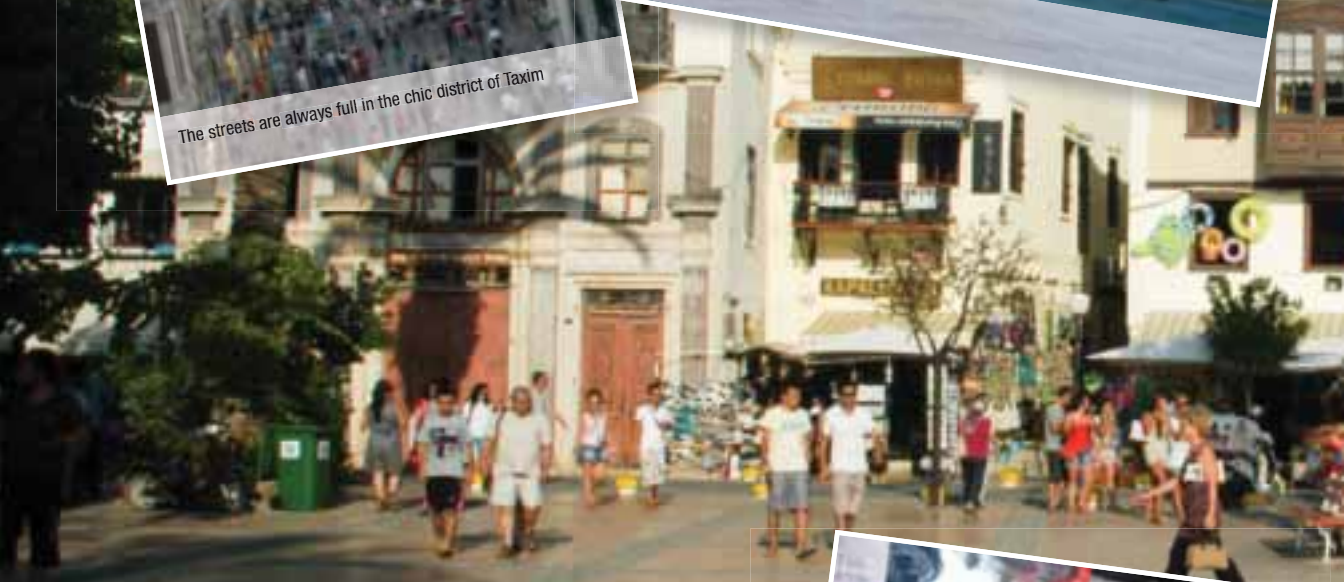
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# CAN AM CHALLENGE

There are few things that showcase the prowess of Porsche engineering and the passion of the people who drive them better than Porsche Club Racing. Each year the Porsche Club of America and its regions across North America host over 25 race events where drivers can pit their machines and skills against each other on a variety of tracks. A perennial favourite on the calendar is Upper Canada Region's CanAm Challenge, which was held this year at Mosport International Raceway on July 28 to 31. >

By Mike Edmonds, UCR Club Race Chair;  
photographs by Michael A. Coates





# CHALLENGE 2011

Mosport is known as one of the most challenging and exciting circuits in North America, so drivers and race teams from across Canada and the United States make the journey to enjoy this great event. Arriving at the track on Thursday, I could see a lot of them were getting a head start at the Mosport sponsored test day. Wandering around the paddock, it's a thrill to see the preparation of these dedicated enthusiasts, and one could feel the anticipation and excitement in the air.

I make a point to check out the license plates on the trailers as they roll in; Connecticut, Florida, Illinois, Maine, Massachusetts, Michigan, New York, New Jersey, Oklahoma, Tennessee, Rhode Island, Quebec, Ontario... all getting ready for a fun weekend of hard driving and competition.

Then I have to pull myself away, it's time to get to work! Driver registration is opening soon, so I head over to the registration building to meet fellow UCR member Brent Muir, who stepped up to be the official

registrar for our event. It is a huge task to process and organise the racer registrations, so I can't thank him enough for his hard work and dedication. Along with Laurel Ward, we get the racer packages ready, and they begin to file in.

I enjoy meeting the racers; however, I'm back on the move inside the track to meet our PCA National crew. These people are assigned to the races and function as the chief operating officials, ensuring the PCA Club Racing rules and principles are followed. Working our race is Dave Rodenroth (Chief Steward, Florida), John Cotter and Jerry Blazek (Chief Scrutineers, Utah), and Dal Heger (National Timing Tech, Alberta). I cannot commend these people enough for their dedication to making PCA Club Racing such a strong program. I confirm they are ready; the tech centre is set up, the timing & scoring equipment is tested, and Dave has finished his meeting with the rookie candidates and first time provisional drivers.





After a wonderful meal Thursday night at Chanterelle in Bowmanville with the National crew and some of my key volunteers, I try my best to relax before the action begins on Friday...

Getting to the track early on Friday morning, I try to shake off the nervous anticipation that everything is accounted for and ready to go. It's amazing the amount of logistics and preparation required to put on an event of this magnitude. Marshals are in place? Check. Ambulance, doctor, and rescue crews ready? Check. With the help of my volunteer coordinator, Isabel Starck, our great UCR volunteers are checked in and assigned to their positions. I check with my Grid Captain, Terry Cassan, to make sure we are ready for the cars.

And then we wait. In grand Mosport tradition, a thick fog has blanketed the track, putting a delay into our morning. By 10:30 the fog has lifted, and our first race group is released from the grid. I can then breathe a sign of relief, as the event is officially underway!

It is a mixed bag of weather for the Friday practice sessions, some light rain in the morning then drying out in the afternoon. All the better for the drivers to experience Mosport in both wet and dry conditions. The day concludes with a great track walk by famed Canadian racer Rick Bye, graciously sharing his intimate knowledge of the track with the drivers to help them maximise their speed and track awareness.

Saturday the real racing action begins, and the weather couldn't be more perfect; sunny skies with not a cloud in sight, and a slight breeze to break the heat. The pace car rolls onto the track to start four exciting sprint races, and I even get a chance to enjoy some time on the track with the advanced solo lapping group. Another thing I notice is the number of spectators we have; it's great to see people come out to enjoy the action of these great Porsche race cars.

And what would an event like this be without a party? UCR shows what a great host we are with a fantastic reception on Saturday evening. Janet and her crew prepare a wonderful meal, and over our food and drink we get a chance to reflect on the day's exciting activities and enjoy the company of all the Porsche enthusiasts who make this event such a



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A variety of late-model Porsches are battling it out at the 2011 CanAm Challenge PCA Club Race at Mosport, hosted by UCR in July; photograph by Michael A. Coates





success. It also provides an opportunity to thank our sponsors; in particular this year Castrol Canada, whose generous contributions make this event possible.

The weekend concluded on Sunday with my favourite event, the 90-minute enduro race. This longer format tests the concentration of the drivers, and adds the complexity of pit stops and support crews into the race. To make things even more interesting, wet conditions returned for the drop of the green flag, then for the last 30 minutes the track was dry again. All of the drivers showed their skills in managing these changing conditions for a clean and enthralling race, again enjoyed by many spectators.

As I watched the final people leave at the end of the day, my exhaustion began to set in, however also my pride in our UCR club for being able to produce such a great event. Over the course of the weekend over 120 drivers, along with countless spectators, crews, family and friends, enjoyed our hospitality and the exciting racing Mosport provides. There are too many people who contribute so much to make this event happen, I cannot thank them all here, but I would like to say this would not be possible without your hard work and dedication.

Hope to see you all for another great CanAm Challenge in 2012! 🏁

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# DAVE'S '76 911

By Adele Gaunt;  
photos by Eshel Zweig

I got the phone call at work one morning in the fall of 1989: "I need to write a cheque, which account should I use?" Later that day when he returned home with the little Californian red 1976 Porsche 911, my husband, Dave Gaunt, did say "I know we can't afford it; I just want it for a year and then I will sell it."

Now, 22 years later, I still own the car, nearly five years after Dave passed away. I thought it would be good to share a few memories of Dave's love affair with the red '76 911.

The Porsche-bug had started when, as the quality control manager with Bridgestone tire, he attended some club events to do tire tech talks. He liked the members and he just had to have one of those cars. I didn't even know he was a car guy until then.

Fortunately, when he bought it the car was in decent shape, and Dave was a pretty good mechanic. But so many hours were spent tending to every need of the car that I sent his meals out to the garage.

One memorable day I returned from work to a very strong odour of Varsol in my house. I ran to the adjoining garage to see if the door was open; this was a familiar smell as the car parts were constantly being removed and cleaned. Strangely, the door was closed and no-one was home. Puzzled, I went about my chores, including loading my brand new dishwasher.





The nice blue interior was now this dark yucky colour, the result of it being used for cleaning parts with Varsol instead of detergent. I just left a note: "Don't think I don't know what you did."

The summer was filled with driver's ed and track events. Our little guys were ages six (Brian) and eight (Michael) and eagerly became his pit crew. They went to track events all over the place.

Brian recalls being trackside at an event the day Dave blew the motor. Brian was frightened to take a picture because he thought his dad would be mad at him. It turned out Dave was mad he didn't have proof of what happened. His very good friend and PCA member Rick Metcalfe can attest to the story: he couldn't see the track any more as he was engulfed in a plume of black smoke coming from Dave's car.

Michael also suffered his father's the wrath. Dave loved two things very much: his car and raspberries. On the way home from an event a flat of the fruit was riding safely on Michael's lap until a bee entered the car. Fruit went flying everywhere. We are not sure if Dave was more upset that the raspberries were in all the vents, crevices and carpets or that he didn't get to eat them. ➤



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On one of Dave's final flings, I drove the car to Mt Tremblant so he could do a track weekend. He was already seriously ill but always seemed to rally when he was in his car. On the way home the car just stopped, on a desolate piece of the 401.

He looked at the engine and decided we would need a tow. We had no cell signal. "You will have to find a phone and call CAA," he said.

In the distance, in the dark, I could just make out an overpass. I grabbed the flashlight and was about to head out, but he insisted on keeping the light so he could continue to try and fix the car. My heart pounding from fright, I headed along the hard shoulder. There was an eerie silence with animals rustling in the undergrowth. It was about one mile to the ramp and a further half mile up it. As luck would have it there was a gas station over the crest of a hill. I called CAA and then noticed a CAA flat-bed tow truck filling up, I told the dispatcher and she spoke to the tow truck operator. So I hopped in and went on a very scary ride back to the car.

Since 2005 little work was done on the car. Dave was too weak. After we lost him in 2007 we took the car to Mosport. Brian and Michael drove the car around the track and scattered his ashes at all of the 10 corners. Some of the ashes blew back in the car so when Michael got out he brushed off his suit saying: "He was always all over me and he still is!"

After doing nothing with the car for a couple of years, I asked my boys if they wanted me to sell it. Their words said "Whatever you want, Mom," but their faces told another story-the car is how we are reminded of dad.

I decided to bring the P-car back to life. The car always had Porsche parts and still had its original paint, however, it was looking tired. So I took it to Uli Furtmair and said make it more of a road car than a track car. The car made its triumphant return at the Concours at Mosport on June 10th, 2011 and we have the first place plaque in our class to prove it (we were the only entry, but we are proud of the honour).

Brian was able to drive the car on the road for the first time. He was beaming from ear to ear and I know he has the P-car bug as well. Now the car has had the cobwebs removed I am sure it will remain in our family for our two sons to enjoy for many years to come. 🚗

More photos >

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## Email from Adele's son Michael, who now goes by the name Robin.

*I remember my dad my brother and I travelling to Mosport or Shannonville singing along to mix tapes of Eric Clapton and the Momma's and the Papa's greatest hits. If you've ever tried to sit in the back of a 911 you'll understand the epic battles my brother and I had to avoid being in the back seat. Unless you're 3 feet tall, more than 10 minutes back there and you start trying to bite off your own legs, not because you're trying to escape, but because they're jammed into your mouth.*

*The 911 was the first car I ever drove. on the way back from writing my test I was allowed to drive the car around the block, it took about 20 minutes as I wasn't allowed out of 3rd gear. 8 years later I was allowed to drive it again, that time I got to go into 4th gear and drive around 2 blocks. I spent a large chunk of my youth around, in and underneath that car. My early teens spent at track days, smelling hot brakes, hearing tires at the edge of their grip, covered to the elbows in oil and grease and trying to find the right wrench for my dad.*

*I'm not a grease monkey, a petrol head or even an auto enthusiast, but I can appreciate the history and beauty of these machines. The '76 doesn't have the raw power or the smooth lines of the later models. It has frog eyes and an ugly ass and if I could banish those rear seats to the lowest level of hell I would. But whenever I hear someone call it a Porsche I still have to correct them. "It's a Porsche" and the '76 911 S will always be my Porsche.*



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# Rennsport Reunion IV Will Feature Porsche Park

**W**ith the rolling landscape and park benches on a perfectly-groomed lawn, you might think you were in Bavaria, which is exactly what Porsche Cars North America intends with its Porsche Park-in-the-Paddock—located amongst the vintage race cars at Mazda Raceway Laguna Seca for Porsche Rennsport Reunion IV, October 14-16. This area, located behind the media center (where the tire companies usually set up for a race weekend), will feature an authentic German biergarten as well as German food and a park atmosphere so Rennsport attendees can take a break from the on-track activity and absorb the experience. But Rennsport fans will still know that they are at a Porsche event, as the Park-in-the-Paddock will have plenty of sports car activity as well, according to Bernd Harling, Porsche's Principal Communications Counsel and coordinator for Rennsport.

"Besides the food and drink, our Park-in-the-Paddock will include a center stage where driver introductions and all the autograph sessions will take place and live music will be played, as well as the very popular model car display, photo opportunities with the CARS movie star Sally Carrera—maybe our most famous 911—and a Porsche Sport Driving School activity center," said Harling.

"We also hope to have a sneak showing of a future Porsche model in the Park, but it's a little too early to be able to confirm its appearance," Harling teased.

Other activities around the paddock are taking shape as well for the October event. "Porsche Motorsports North America, headquartered in Santa Ana, will have a display not only to show its modern and vintage race car parts and service capabilities, but to encourage the many Porsche race car owners to take advantage of the company's free technical advice offered to anyone who asks," said Harling.

With the Porsche 911 being the featured race car of Rennsport IV, fans will also be able to view two 911

displays which help capture the history of this iconic sports car. The first is a special collection of the most significant 15 race cars in 911 history. The other 911 display is being assembled by the Porsche Club of America, and proved to be very popular at Porsche Rennsport III at Daytona in 2007. In order to show the progression of the Porsche 911 model, the club has assembled 40 examples representing significant models across time.

**PCA will assist Rennsport Reunion IV with several activities:** History of the Porsche 911 Display, Porsche Model-Specific Parking Corrals with Parade laps of the track, PCA Hospitality and Membership Center, two race groups: Rennsport Reunion Cup for Porsche Cup Cars and PCA Club Racing for PCA race cars, and PCA Volunteer Pool—workers to assist with the club's involvement. Enhancing the Rennsport Reunion Cup race, Michelin Tire Company comes on board as the spec tire manufacturer for that exciting contest.

The assembly of **exceptional examples of 911** production models for the History of the Porsche 911 Display is well underway, representing the 911 model throughout its generational life. **To apply to participate in the display, please contact Tom Provani for information and registration at [tprovani@netgate.net](mailto:tprovani@netgate.net) or 408/947-0980.**

**Many PCA workers have volunteered** to assist with our activities at the Rennsport Reunion IV. **If you are interested in supporting the effort, please contact Sharon Neidel with the PCA Volunteer Pool at [sharonneidel@yahoo.com](mailto:sharonneidel@yahoo.com) or 650/508-1308. We will have a very special event memento for the volunteer workers.**

Additional details of the Porsche Rennsport Reunion IV are published on the following Porsche web site: [www.porsche.com/usa/rennsport-reunion-iv/](http://www.porsche.com/usa/rennsport-reunion-iv/). For additional information and event tickets please visit the Mazda Raceway Laguna Seca web site at [www.mazdaraceway.com](http://www.mazdaraceway.com) or 800/327-7322. 🍷

# 2011 FUN RUNS



**David Forbes**

UCR Fun Run Chair

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## Hosting a Fun Run

I am once again issuing an invitation to all past Fun Run participants and previous hosts to think about hosting a Fun Run.

Just as Anne and I have discovered, as hosts and participants, what a Fun Run consists of and how much enjoyment it provides, we encourage you to enjoy the opportunities for friendship and fun-filled Porsche experiences in the coming 2012 Fun Run year. As a host, you will have to lay out a route and run it at least once before taking a group of Porsches on that same run. If you have not hosted a Fun Run before, you will discover that planning and driving the route prior to the actual run is as much fun as the official run with other UCR members. As a participant, you are just along for the fabulous ride.

Let's be honest, do we ever get tired of taking out our Porsches?

Hosting a Fun Run is easy! I will be happy to work with you and make it happen! ☼

	DATE IN 2011	CAR EVENTS	HOSTED BY	CONTACT INFO
1	April 30/May 1			
2	<b>May 7</b>	<b>UCR Fun Run: Muskoka</b>	<b>David Forbes &amp; Anne Cooper</b>	<b>david.forbes@nbpcd.com</b>
3	May 14/15			
4	May 21/22			
5	<b>May 28</b>	<b>UCR Fun Run: Beaver Valley</b>	<b>Dwight Dyson &amp; Hazel de Burgh</b>	<b>dwight.dyson2@sympatico.ca</b>
		May 27-29 - UCR Spring Tour	Jeff White & Mary Byczok	lynda@aurorafinancial.com
6	June 4/5			
7	June 11/12	June 12 - UCR Concours d'Elegance	Richard Shepard	richard_shepard@hotmail.com
8	June 18/19	<i>June 19 - Yorkville Exotic Show</i>	<i>Phil Downe</i>	<i>phil.downe@itnegotiations.com</i>
9	June 25/26	June 25 - UCR Rally #1	Sajjad Butt	sadia.butt@utoronto.ca
10	July 2/3			
11	<b>July 9</b>	<b>UCR Fun Run: Bear Manor</b>	<b>Vaughn &amp; Jennifer Warrington</b>	<b>vaughn.warrington@nbpcd.com</b>
12	July 16/17			
13	July 23/24			
14	July 30/31			
15	<b>August 7</b>	<b>UCR Fun Run: Collingwood Area</b>	<b>Lewtas, Mitton &amp; de Burgh</b>	<b>hdeburgh@rogers.com</b>
16	August 13/14			
17	August 20/21			
18	August 27/28			
19	September 3/4			
20	September 10/11	September 10 - UCR Rally #2	Sajjad Butt	sadia.butt@utoronto.ca
21	September 17/18	September 17-18 - Targa Manitoulin	Tom Brown	acwhiz@aol.com
22	September 24/25			
23	<b>October 1</b>	<b>UCR Fun Run: Muskoka</b>	<b>David Forbes &amp; Anne Cooper</b>	<b>david.forbes@nbpcd.com</b>
24	October 8/9			
25	October 15/16			
26	October 22/23	October 22 - UCR Rally #3	Sajjad Butt	sadia.butt@utoronto.ca
27	October 29/30			

*Events in bold grey italics denote events that are not UCR events.*

# LOTSA' FUN, BUT NOT MUCH 'E' IN THIS DE!

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

**W**ork related conferences are, well, work – even if they happen in nice places. Lately, though, I've lucked out. I'm beginning to like this conference stuff!

Last year, a conference in Munich provided an opportunity to attend the F1 GP in Monza, as well as to visit Ferrari and Lamborghini. This year, a conference in Bath, England, on intellectual property law did the trick. It sounded like the conference might be a real yawner, but it caught my eye because the Tuesday afternoon was listed on the program as: 'Golf' - NO! (emphasis added); or 'Guided tour of Bath' (Roman – not as in your bathroom) – NO!; or 'Track Day'!!!

Hmmm – is that as in running, horse racing or what? No, it's not, it's track DRIVING, at Castle Combe racetrack in the south-west of England, near Bristol.

The cost was an additional 350 pounds (close to \$600.00) on the conference registration fee, which means not out of my pocket (at least not directly); so, sign me up, and please don't tell my firm's managing partner (also a UCR member) or Jim Flaherty (not a member).

England in 2011 is blessed with the result of blight from earlier times, namely, combat airfields from the Second World War. Many of those airfields are now racetracks, used mainly

for club events and motorcycle racing. Silverstone is perhaps the most famous ex-airfield but it is now way beyond a club level circuit and, as you know, has been improved and upgraded to meet the latest F1 requirements. They still do track days though!

Castle Combe started in the same way as Silverstone and, unlike some others, has been improved to the extent that it seems like a club level circuit of excellent quality, with well designed and maintained buildings and – believe it or not – washrooms not modeled after those of 1950's gas stations. Viewed from above, the circuit itself is basically triangular with two 'twisty' sides and one side made up of two short straights. There are two chicanes. The track surface is smooooth tarmac.

Castle Combe even boasts a distinguished-looking gentleman – in a suit no less - who welcomes aspiring track drivers. While we ate a buffet lunch, he gave us a bit of an intro to the circuit and its history. His talk was sprinkled with references to 'Jimmy', 'Graham', 'Stirling' and the like - famous drivers who apparently had raced there. The gentleman was back at the end of the day to say thanks for coming.

After the greeting, the suited gent handed us over to the chief instructor who talked a bit about the racing line, apexes and





the like. He then explained what we would be doing during the afternoon.

We were split into two groups, each of about 12, with 11 males in my group. One group would start on the track and the other on an autocross course. The autocross exercise was spiced up by a fairly large dish that had been fixed to the bonnet (hood) of the car and within which was a tennis ball. The idea (obviously) was to drive the course so smoothly that the tennis ball did not leave the dish. If it did, the driver had to leap out, retrieve the ball and put it back in the dish – naturally losing tons of time.

It turned out to be a lot of fun. I surprised myself by being quite quick.

But, I'm getting ahead of myself. My group went first to the track. There for our driving pleasure, was a group of five or six Ford Fiesta road cars (not plated) fitted with harnesses. They were identical cars in red and, I thought, looked quite smart.

Initially, we were driven around for two or three laps - two to a car - by instructors, who I have to say, made those little cars move. Then we were sent off by ourselves – merely with the admonition to be careful overtaking.


It was all a bit casual by UCR standards. There was no mention of passing signals and no attempt to find out individual driving ability. We did have helmets at least. After 6 or 7 laps, we were flagged to come in. Individually, we were then 'shoehorned' into F 1600 cars, of which 4 were available – to be reduced to three at the end of the day.

Shoehorned is the right word. First you had to climb in, then maneuver your legs around invisible obstructions deep in the nose of the car and literally 'find' the pedals with your feet. Then, the mechanics attempted to pad around you with bits of foam, so that you were almost lying down but at least semi-comfortable.

On the right hand side of the car (not the usual side in UK cars) was a tiny gearshift lever with an ultra-short throw. The gearbox was a four speed with straight cut gears; i.e. no synchromesh. Talk about a flick of the wrist. There was no possibility of moving your elbows laterally. On the move, the gears shifted beautifully provided you paused in mid shift. The steering was quick (it turned out)!

A battery was hooked up, a button pushed and a mechanical cacophony ensued. Everything vibrated, including the fillings in my teeth, and the tiny side view mirrors – i.e. there was no rearward visibility.

As soon as each car was fired up, it was sent out. Mine at least was very responsive and seemed like it would be quite quick in the right hands (not mine). Presumably there were four cars on track most of the time. Each driver had carte blanche to overtake. There was no talk of signaling. Of course, we all wanted to go home in one piece so it was really pretty safe. One guy did spin in a chicane and put the rear end of the car into the wall, breaking the left rear suspension. He was upset at the damage, but OK and the >



Two people in the group had previous track experience – me, and the guy who had proposed the track day to the conference organizers. He is a fellow Porsche Club member (Porsche Club GB) and is currently driving a Boxster S and a Caterham 7 (which is street legal). He and I headed out quickly to the coach that would take us back to the hotel, and were heard to be chatting cordially about the weather. Those ridiculous assessment sheets were not even mentioned.

All in all, it was a fun day – not much ‘education’, but perhaps that was not the point. It was meant to be a fun day for corporate types – and that IT CERTAINLY WAS! 🏁

organizers didn’t seem too concerned – except to make sure that he was indeed uninjured.

That was pretty much it. When both groups were done, we re-assembled and received a short ‘de-briefing’. The instructors had been given printed marking sheets at the beginning, which they had filled out as we went through the various exercises. The gentleman greeter indicated what a typical average mark might be for each exercise and what the total would be in the range from a student whom the instructors would consider ‘excellent’ to one who ‘needs improvement’.

Each of us was given our own sheet marked up to indicate the instructors’ assessment of our performance. It was pointed out that each person was free to either tear up their sheet or show everyone and boast about their performance.

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# PORSCHEPLATZ

## 2011 HELD AT MOSPORT INTERNATIONAL RACEWAY, JULY 22ND – 24TH.

The \$100.00 charge included full four-day admission to the Grand Prix of Mosport, reserved and supervised parking Friday, Saturday and Sunday, tech talks, an interview with the Flying Lizard Race Team, and a barbecue lunch on Sunday, plus a reserved grandstand between corners 8 and 9 ( a lot of action here). Of course, one of the highlights for the ALMS fans was the parade lap of Porsches.

The PorschePlatz was staffed by UCR volunteers, Ken & Susie Jensen, John & Rosemary Adam, Scott & Jennifer Webb, David Walker, Albine & John Cook and Pat Van Atter and, led by Jennifer Webb, all did an outstanding job. To all the volunteers a huge Thank You!

There is no need to talk about the weather as everyone knows it was an atypical weekend at Mosport, with great weather the entire weekend.

Over 200 tickets were sold which necessitated a larger tent with a wooden floor this year. The tent included three closed circuit TVs, and was stocked with free soft drinks and a bar on Sunday. A huge plus this year was a gigantic Jumbotron right across the track, which carried the TV Broadcast.

Personally the highlight were the four GT3 Challenge races (two each of the US and Canadian Series), with UCR member, Marco Cirone of 6th Gear Racing, winning both of the Canadian features.

All in all a great weekend and one that bears repeating next year. 🌀



Photo by Jennifer Bischoff Webb

Photo by Otto Mittelstaedt



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Photo by Jennifer Bischoff Webb

# TRACK TALK

I'll start this one with a little about the past and a little about the future. For those of you who missed out on our August Shannonville event a recap is needed. Saturday was one of the most beautiful days of the summer. The sun shined on us, as 13 new IDS students slid around the skid pad, practiced their car control on the front track and had the most fun they've ever experienced on four wheels. That was followed by our Track Dinner, where we were stuffed with barbecued chicken and ribs. Beverages flowed as Brad Shim-bashi from Braidan Tire awarded our Green student Garth Stiebel, with a set of tires from Braidan Tire.

Sunday was... lets call it windy. Really windy. Hurricane Irene was blasting up the east coast and all the weather maps showed the western edge just missing us in central Ontario. A special thanks should go out to Tim and Bob Baldauf, who not only come all the way up here from near Albany, NY to drive our events with us, but stayed and looked after Registration and their students while their homes were dead center in the storm. The good news for me was that it was a little cooler with some cloud cover, so my sun-burned nose didn't actually fall off... lol. It was also the first Advanced Driver Education day for all of the new IDS students. There was no lack of smiles as their UCR Instructors expertly guided them through this new experience. The day ended for them with a Formula 1 style salute as other drivers lined the pit entrance with waving flags to honor our new "Trackies". What an event!



**Dave Osborne**  
Track Chair

The future is our final track event of the season on October 15th & 16th. Since it's our goal to try to offer you new and interesting improvements to our events, we didn't want Oktoberfest to become routine. So this year we offer you OktoberFiesta. Our dinner, expertly prepared by Janet Brandt, will feature German beverages to wash down a dinner with a decidedly Spanish flair. Janet, who gets my vote as "Kitchen Goddess", will stuff us full of her fantastic food and the track will be filled with any German car you choose to bring. I guess we should allow Mexican cars too, but I can't think of any. This is also the best event of the season for anyone wishing to participate in the Track Sampler Program. We know that once you join us at the track, you'll spend the whole winter anticipating the first Introductory Driving School in the spring.

Last month we wished Tim Sanderson, Stan Carmichael, Yarko Matkiwsky and Bob Carmichael the best of luck on their Targa Newfoundland adventure. As I write this article, they have just left, so I can't update you on their performance there. I do intend to follow their progress on our website. It's exciting to watch some of our own complete in an international event. While the Advanced Driver Education program that UCR offers is not any form of racing, good car control, work zone proficiency, and skilled decision making is a solid platform to build on.

Many UCR members have gone on to higher levels of the sport and we have been well represented everywhere from the Rolex 24 Hours to SCCA Racing. By the time drivers advance to the Red run group they are well qualified to compete in any form of Sports Car competition. One of our recent speakers at the Monthly Social was Karl Thompson. Karl was one of my Green students 15 years ago. It's great to hear of his success, built on the foundation that our Driver Education Program has provided. So whether you plan on being a pro driver some day or just want to feel good about the way you control your car, the Advanced Driver Education program that Upper Canada Region offers is second to none.

Another great benefit of this club is the amount of technical knowledge that our members have to share. I'm sure you're aware that both of my nephews are in this program.



Well, I've also helped a couple of my friends choose and acquire their cars. I always encourage them to do as much work on their cars as they feel comfortable doing. It's my belief that if you understand how your car works, you develop a "mechanical sympathy" toward it. You help it work the way it was meant to and it, in return, gives you the performance you hoped for. Instead of wrestling each other for control you team up for the ride of your life. So start by changing your own oil, then, when something breaks, try to participate in its repair. Eventually you will do it all yourself and the satisfaction and pride of ownership will just keep growing.

Come out to OktoberFiesta and enjoy the last laps of 2011 with us.

See you trackside,  
Dave ☼

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its original owner, Rosemary Adams, from whom I bought the car about 3 years ago. It has also won two Concourse d'Elegance in its life. An unbelievably nice car! Certified and emission passed. Asking \$15,000, please contact Renate Weidner at (416) 720-5155\*

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# PERIPHERAL VISION



**John Adam**  
UCR Historian

U pcoming is the UCR election. It's time that you considered the slate which has been put forward for your consideration. We have some very strong candidates and we need your help to create the 2011 executive line-up as well as adding event chairs. On November 19, we will host our Awards Banquet and welcome the new board.

The mind tends to wander at this time of year. Winter works projects need to get done and the P-car is always due for some winter projects.

Might as well give some thought to the 2012 Parade in Salt Lake City, Utah. Yes, July 8-14 is still way off in the future but there is nothing to prevent us from planning ahead. Watch Pano for registration details. Put Parade on your new 2012 calendar.

The state of Utah is unique. It has a great variety of landscapes, geology and recreational opportunities. The national parks are considered treasures. Most of Utah lies on a plateau higher than 4,000 feet above sea level. The geology of

this region takes on an amazing variety of shapes and colors. Elevations rise and fall dramatically in the shape of mountains, buttes, and plateaus, the highest reaching over 13,000 feet.

Can't make Parade 2012? How about the 2012 Escape Weekend at Lake Placid?

For 2013, the unconfirmed Parade location is Traverse City, Michigan. For UCR, that location will be a big winner. 🌀

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# BOARD MEETING

## Minutes for August 2, 2011 - Submitted by John Van Atter, Secretary

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

**Attending:** Del Bruce, Mike Bryan, Phil Downe, Mike Edmonds, Mario Marrello, Patrick Michaud, Otto Mittelstaedt, Tomiko Murk, Walter Murray, Horst Petermann, Tim Sanderson, Isabel Starck, Martin Tekela, John Van Atter, and Kye Wankum

**Regrets:** David Forbes

**Meeting Open: 6:39 PM**

### Mario Marrello

#### Introduction - Confirm Objectives and Agenda

#### John Van Atter

- Del Bruce moved: that the minutes should not be published until they have been ratified by the board, seconded by Patrick Michaud and carried unanimously

#### Review and approval of May minutes

- Change May minutes to June minutes
- There are a few changes that need to be made and these will be done and ratified at the September meeting

### The Board

#### Remembering Jeff White

- There will be a private family funeral and a celebration of Jeff's life will take place on September 13th at King's Riding Golf Club
- The club will make a donation to Jeff's favourite charity

### Mike Bryan

#### Membership report

- In July we had 69 new members.
- Membership growth remains strong and we are up to 1,781 primary members plus 1,177 family / friend members for a total of 2,958.

### Tomiko Murk

#### Treasurer's report

- The club's asset position is strong; our total cash position is \$167,365 as compared to \$114,367 a year ago.
- Credit card charges to go down in July due to fee reductions, possible savings of 24%.
- Some of the fee reductions have been captured for the month of June (fee reductions took place part way through June).
- Approval moved by Walter Murray, seconded by Mike Bryan and carried unanimously

### Horst Petermann & Mike Edmonds

#### Club Race Update

- A very successful event
- 82 race drivers, 33 advanced solo lapping
- PCA Chief Steward, Dave Rodenroth sent a very positive report
- Preliminary results looks like the event was positive and should show a profit
- Horst (on behalf of the board) thanked Mike for a superb job
- Work needs to be done on our scales (broken supports)

### Isabel Starck

#### Socials – Plans and Direction

- The aim is to have more people attend the socials
- The dealerships seem to have the largest turnouts
- The next social is at Pfaff Tuning in Oakville with John Pera & Chris Pfaff as speakers

- It was agreed that the September Social be cancelled so that people could attend the celebration of Jeff White's life

### Martin Tekela

#### Awards Banquet

- Reservations have been agreed but not signed with The Westin Harbour Castle for November 19th
- A five-man band has been selected, featuring 70's music

#### Driver Education

- August IDS at Shannonville has 13 signups.
- Aug DE 75
- Sept DE 119
- Oct DE 89
- Total DE registrations to date 656

### Phil Downe & Kye Wankum

#### Provincz Update

- A record 1,974 copies of the August Provincz went into the mail on Friday, July 29, 2011.
- Advertising revenue to date is \$64,678.75 – up 33 % or \$16,000 over the same period last year.
- Our average cost per issue per member for the year-to-date is 73 cents per member per month.
- The PCA/UCR publishing system needs an up-grade of equipment, software and services totaling \$1,842.69 + HST.
- Patrick Michaud moved that, the Provincz staff upgrade their computer operating system paid for by UCR, seconded by Martin Tekala and passed unanimously
- This additional expense would raise our costs to 86 cents, still well below our target of \$1.00 per member per month.
- There were no new advertisers for the month of August 2011.
- We encourage all our members to give all our advertisers an opportunity to compete for your business

#### Yorkville Exotic Car Show

- YES issued a cheque to Artists for Peace and Justice in the amount of \$20,000.00 as a result of the successful fund raising activities

#### Publisher Role

- Phil indicated his dissatisfaction with running a significant part of the UCR Business with no official voice on the Board. He further indicated he would not challenge any returning Executive but should the VP position be open he would be interested. Given he was not on a preliminary slate, he believed his contribution was not being recognized and therefore tendered his resignation as Publisher of Provincz effective with the mailing of the Dec issue. It was indicated the preliminary list was under review and Phil was asked to withhold his resignation pending further consideration.

### David Forbes

#### Fun runs

- Bear Manor Fun Run Car Show great success becoming an annual event
- Fun Runs scheduled Aug 7th, Oct 1st and tentatively Oct 15th
- User friendly Fun Run Host package and new web content in progress to be completed this month

### John Van Atter

#### PorschePlatz Update

- Very successful 221 registered guests
- PCL seemed to be impressed ➤

### Other Business

- Otto proposed a vote to allow attendees at board meetings to have an alcoholic beverage with their meal. The club will provide for one standard beer or one glass of house wine per board member or invited guests.
- The resolution was passed by majority vote.

**Next meeting will be held on September 6, 2011, at Sandman Signature Toronto Airport Hotel, 55 Reading Court Toronto**

**Meeting adjourned at 9:11** ☒

### Minutes for July 5, 2011

– Submitted by John van Atter, Secretary

**The following are revisions to the Board Meeting Minutes from July 5, 2011, originally published in the August 2011 issue of Provinz:**

### Martin Tekela & Mike Bryan

#### PCA/UCR 35th Anniversary Gala

- The Westin Harbour Castle is the choice for the PCA/UCR 35th Anniversary Gala
- We have averaged less than 80 attendees over the past 5 years.
- We're targeting 150 guests this year's banquet and in an effort to increase participation, will be looking to keep the costs at a reasonable level.
- This would include 3 courses, three course dinner and limited complimentary bubbly/wine with two bottles of wine per table, there would be a cash bar pre and post dinner
- The hotel wants a guarantee of \$9,490.00 in revenue this would mean a subsidy of approximately \$100.00 per person by the club
- Walter moved that "For PCA/UCR 35th Anniversary Gala, Martin Tekela is hereby authorized to sign the contract with the Westin harbour Castle committing to a minimum revenue number of \$9,400.00. As this event will also be a celebration of our 35th Anniversary, it will be structured to incorporate dinner, dancing to a live band and our annual awards. Senior PCA representation

from The USA will be in attendance. Given the significance of this event, the club will cover the costs up to \$10,000.00 with the balance to be reflected in the ticket price. Mr. Tekela was asked to ensure that member costs were kept to a reasonable level." Seconded by Horst Peterman, passed unanimously.

### Kye Wankum

#### Concours Update

- The UCR Concours d'Elegance will be able to donate net proceeds of approximately \$1,600.00 to the Canadian Red Cross-International Disaster Relief Fund again this year.

### Otto Mittelstaedt

#### Club Email Practices

- Otto expressed concern that there are too many emails going out on behalf of the UCR
- The policy of the previous website is that there was only to be one promotional email per month. In the current site it states explicitly that the UCR will limit emails of this type to one per month, unless there is some type of emergency. The danger is that too many emails will turn off members, who can simply unsubscribe, and then be out of reach permanently.
- The single UCR monthly email blast is timed to promote the Monthly Social.
- Non-official emails sent out by others on behalf of the UCR give the impression that we are giving out our email list, which is not the case. This type of email may not have an unsubscribe link, causing users to click on the official email unsubscribe link instead.
- It is difficult / expensive to find hosting providers that permit a lot of emailing.
- Email promotions require a lot of effort, compared to promoting events on the website.
- Mike Bryan and Walter Murray expressed the opinion that today many people needed to be constantly reminded of events.
- Otto suggested we could set up Twitter for these people, if a volunteer could be found.
- After further Board discussion, on motion made by Walter Murray, seconded by Horst Petermann, an E Mail Practice Committee be constituted to review email practices/options and report back to the Board with their recommendations. Carried unanimously.
- PCA corporately supports an email blast service that we can leverage. The committee can include this in their review. ☒



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*President*  
**Mario Marrello**

*Vice-President*  
**Del Bruce**

*Past President*  
**Martin Tekela**

*Secretary*  
**John Van Atter**

*Treasurer*  
**Tomiko Murk**

*Provinz Editor*  
**Kye Wankum**

*Web Master*  
**Otto Mittelstaedt**

## DIRECTORS

**Mike Bryan**

**David Forbes**

**Patrick Michaud**

**Walter Murray**

**Horst Petermann**

**Tim Sanderson**

## EVENT CHAIRS

*Driver Ed Chair*  
**Dave Osborne**

*Chief Instructor*  
**Stephen Goodbody**

*Appraisals*  
**Bruce Farrow**

*Autocross*  
**Mario Marrello**

*Awards Banquet*  
**Martin Tekela**

*Club Racing*  
**Mike Edmonds**

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

**Chris Ralphs**

*Fun Runs*  
**David Forbes**

*Goodie Store*  
**Andy Hunt / Nautical White**

*Historian*  
**John Adam**

*Membership*  
**Angie & Mark Herring**

*Membership Retention*  
**Ken Jensen**

*Shift Into Spring/UCR Open House*  
**Paul Ip**

*Zone 1 Rep*  
**Jennifer Webb**

*Rally*  
**Sajjad Butt**

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