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



April 2012

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**Cover photo:** The all new Porsche 991 photographed by Eshel Zweig, UCR Photo Editor. Thanks go to Pfaff Porsche for making the car available for photography.



# PRESIDENT'S MESSAGE



**Mario Marrello**  
UCR President

On March 8-11, I attended this year's Zone 1 Spring President's Meeting in Latham NY. This event takes place twice a year, in the spring and in the fall, and allows the region Presidents in Zone 1 to get together and discuss Zone 1 events as well as common issues and concerns.

PCA is recognized as the largest single marque club. What is impressive is that it is independent; most other Porsche clubs around the world are associated with Porsche. As part of PCA, you are entitled to attend any event in any other region, increasing the value of your membership. UCR is part of Zone 1, which has 18 regions.

Zone 1 also hosts a number of events. There is a Rally and Concours on May 19th and 20th hosted by the North East Region. The Concours will be held on Saturday, May 19 at the Larz Anderson Auto Museum in Brookline MA, and the Rally will be held on Sunday, May 20 at Bose Corporation Headquarters in Framingham, MA.

The Clash at the Glen is the Zone 1 Club Race and will be held June 1 to 3rd at Watkins Glen. If you've never been to Watkins Glen to watch a race, this is a great opportunity to see a number of models from our favourite marque racing on this historical track.

On June 15-17 there will be the 48-Hours of Watkins Glen, although this year, it's really 72 hours, as Friday will be opened up as a traditional DE day, allowing more track time. Check out the Zone 1 page on the web for more details and registration. <http://zone1.pca.org>

Our March social had great attendance; in fact I believe we were at capacity. Of course, the high attendance was made possible because we had Ron Fellows available to talk about the changes going on at Mosport. Ron's a great speaker and a Canadian racing legend and it was a great privilege to have him attend our social. He spoke about the sale of Mosport, the construction currently happening there and some of the plans in place for future changes. Even the name Mosport will change; it's now Canadian Tire

Motorsports Park (CTMP). I see a lot of great things happening at CTMP and I'm looking forward to a great future of racing there.

As a bonus, we also got to hear about Ron's experience with NASCAR and at the 24-Hours of Le Mans.

DE season has begun. On April 14 and April 28, the Introductory Driving School (IDS) events will be held at CTMP (i.e. Mosport). Last I heard, these events were full. The first full DE is the Spring Fling Event on May 12 and 13.

Once again Braidan Tire and Michelin are sponsoring a charity event for "Wheels for Humanity" at Mosport. They have invited all Signed Off (white, black and red) UCR drivers to join them on Monday, April 30th. The donation this year is \$78.

Details for our Open House have been finalized and event chair, Paul Ip is working hard to put on a great event. Several vendors have been invited to show their products or talk to you about their services, including our Goodie Store. The event chairs will be available to discuss their events. We are also looking forward to Porsche Cars Canada bringing a 991 for everyone to view. The event this year will be at the Markham Fair Grounds, in building 4. This location gives us a huge building with 8,800 sq. ft. of unobstructed interior space.

Oh yes, the first Autocross is set for June 24. Registration will be on the web and the cost is the same as last year. Look for more details in this issue of Provinz and the UCR website for up to date information.

Keep well and stay safe,

Mario Marrello  
[m.marrello@computer.org](mailto:m.marrello@computer.org) ☯



## 2012 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

10 Tues UCR Social Meeting at Mimico Cruising Club

### FEBRUARY

10-12 Fri-Sun Canadian Motorsports Expo (CME) at International Centre, Toronto  
14 Tues UCR Social Meeting at Mimico Cruising Club  
25-26 Sat-Sun Zone 1 – Tech Tactics in Easton, PA

### MARCH

1 Thurs UCR Ski Day – Osler Bluff Ski Club (Collingwood)  
13 Tues UCR Social Meeting at Mimico Cruising Club

### APRIL

10 Tues UCR Social Meeting in Auora (see page 6 for details)  
14 Sat Introductory Driving School at Mosport  
28 Sat Introductory Driving School at Mosport

### MAY

5 Sat Muskoka Spring Fun Run (see Fun Run Calendar on page 37)  
6 Sunday UCR Open House at Markham Fair Grounds, Markham  
8 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
12-13 Sat-Sun UCR Driver Education at Mosport  
19 Sat Collingwood Area Fun Run (see Fun Run Calendar on page 37)  
19-20 Sat-Sun Zone 1 - Rally and Concours

### JUNE

1-3 Fri-Sun Zone 1 - Clash at The Glen  
3 Sunday UCR Concours (Details to be finalized)  
9-10 Sat-Sun UCR Driver Education at Mosport  
12 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
16 Sat Fun Run to Polo For Heart (see Fun Run Calendar on page 37)  
17 Sunday Yorkville Exotic Car Show on Bloor Street West, Toronto  
24 Sun UCR Autocross, Toronto Star Facility, Woodbridge  
17 Sun Ancaster and Surrounds Fun Run (see Fun Run Calendar on page 37)

15-17 Fri-Sun Zone 1 - 48 Hours  
23 Sat Summer Rally (see Fun Run Calendar on page 37)

### JULY

6-8 Fri-Sun PCA Club Race at Mosport, hosted by UCR  
7 Saturday Bear Manor Fun Run and Exotic Car Show in Grimsby  
10 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
8-14 Sun-Sat PCA Parade in Salt Lake City, Utah  
14-15 Fri-Sun UCR Driver Education at Mosport

### AUGUST

12 Sun UCR Autocross, Toronto Star Facility, Woodbridge  
14 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
18-19 Sat-Sun UCR Driver Education at Calabogie

### SEPTEMBER

8-9 Sat-Sun Targa Muskoka (see article within)  
11 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
16 Sun UCR Autocross, Toronto Star Facility, Woodbridge  
22-23 Sat-Sun UCR Driver Education at Mosport  
29 Sat Muskoka Fall Fun Run (see Fun Run Calendar on page 37)

### OCTOBER

6 Sat Fall Rally (see Fun Run Calendar on page 37)  
9 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
13-14 Sat-Sun UCR Driver Education at Mosport  
21 Sun UCR Autocross, Toronto Star Facility, Woodbridge

### NOVEMBER

8-11 Thurs-Sun PCA Escape – Eureka Springs, Arkansas  
13 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)

### DECEMBER

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

# SOCIAL EVENTS



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

Welcome to your Monthly Socials page. 2012 marks my second year as Socials Chair and what a fantastic year it's been. By years end 2011, my goal of increasing attendance has proved successful and we are regularly hosting numbers of 80+ members per event, with the highest attendance recorded totaling 160 guests. Although this makes for a great inaugural year, my plans for 2012 are greater still. In order to maintain this momentum, I am implementing an RSVP practice, which will assist me in securing suitable locations for future events. Ideally, 7 days prior is ample time to allow for proper planning. If you haven't had the opportunity to attend an event lately, I welcome you to join us in 2012 and see for yourself how enjoyable they are. Socials, by their very nature, are a place for people to gather, discuss, and socialize. I thank those of you who have shared your comments and suggestions to make these monthly events interesting to you personally, and I encourage your continued feedback which will allow me to build on the success of 2011. Looking forward to seeing you at our upcoming social.

UCR Monthly Socials are held on the second Tuesday of each month. Venues vary and will be updated on both the UCR web calendar ([www.pcaucr.org](http://www.pcaucr.org)) 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.

## Upcoming Events

**Tuesday, April 10, 2012**  
**Edward Street Market and Bistro**  
**14785 Yonge Street, Aurora ON 905-841-9500**  
**[www.edwardstreet.ca](http://www.edwardstreet.ca)**

**Speakers: Joseph Miguez & Bert Balas, 1st Choice Garage Outfitters. John Sillaots, Host of In the Workshop.**

Edward Street is a modern bistro offering inspired dishes, expertly prepared using only fresh ingredients. They boast an extensive wine selection and friendly, attentive and genuine hospitality. Our guest speakers from 1st Choice Garage Outfitters specialize in organizing garages, office, and workshops. No job is too small, or too large. They can also custom-

ize EPOXY Floors in basements, game rooms, garages with fun themes like hockey, automotive logos, pictures etc. All their work is guaranteed, which includes the professional installation for all services performed. If an organizing project is on your horizon, make sure not to miss this very informative presentation.

**Tuesday, May 8, 2012**  
**Audio Excellence**  
**661 Chrislea Road, Unit 1, Vaughan, ON**  
**L4L 8A3 905-881-7109**  
**Please see the UCR website for more information.**

## Past Events: March 13th Social with Ron Fellows

Photos on page 31

As suspected, our exclusive night with Ron Fellows overflowed the Mimico Cruising Clubhouse to full capacity. Approximately 120 members and guests eagerly awaited the arrival of this Canadian Racing Legend. Once he took the stage we all listened intently about his upcoming plans for the Canadian Tire Motorsport Park. Most notably reminding us that Mosport was in fact a shortened version of Motorsport Park. Various images prepared by Eshel Zweig rotated on the screen behind him as he spoke to us for well over an hour. His plans for the racetrack, as well as several stories from his past races kept us all on the edge of our seats. Most passionately he considers the 24-Hours of Le Mans his favourite race. To read more about this evening with Ron Fellows, checkout he article by Neil Dowdell on the PCAUCR website. <http://pcaucr.org/home/althome/67-frontpage/320-fellows> A special thank you is extended to Raffaele Sasso, the 50/50 raffle winner who graciously donated his winnings to the chosen Charity: Durham Down Syndrome Association.

Photos: Page 33

Membership stats submitted by Angie and Mark Herring, UCR Membership Chairs

# WELCOME! NEW MEMBERS

Name	Location	Model	Thanks To
Miral Akmal	Mississauga	09-911C4S	Downtown Porsche
Luis Batista	Brampton	99-911	
Jonathen Beach	Oakville	12-Panamera 4	Downtown Porsche
Joy Bedrosyan	Toronto	12-Cayman	Downtown Porsche
Sheldon Borges & Alison Breen	Toronto	11-911C4S	
Jonathan Brett	Mt. Elgin	73-914	
Mark Burton	Markham	07-911T	Downtown Porsche
Kiran Chandran	Brampton	08-911C4	Downtown Porsche
Eddie Cheng	Markham	12-Cayenne	Downtown Porsche
Nelson & Nuno Da Costa	Toronto	05-911CS	
Babak Eslahjou	Toronto	11-Cayenne S Hybrid	Downtown Porsche
Robert Fielden	Toronto	12-Panamera 4	Downtown Porsche
Terry & Paula Fisch	Toronto	99-911	Rennlist
Greg Fleming	London	85-944	
Murray Frum	Toronto	11-Panamera T	Downtown Porsche
John Furlong	Oakville	09-911S	
Theo & Frank Georgatos	Brighton	10-Cayman S	Downtown Porsche
Joshua Goldfarb	Toronto	08-911T	Downtown Porsche
Michael Green	Toronto	12-Panamera T	Downtown Porsche
Jay Hanspiker	Toronto	12-Cayenne	Downtown Porsche
John & Wendy House	St. Catharines	86-911	
Paul Hrabok	St. Catharines	78-911	
Dan Ifrim	Kleinberg	09-911C4S	Downtown Porsche
Ihor Iwanusiw	Wasaga	06-Cayman	Mantis Racing
Mirko Karanovic	Toronto	05-911	
Robert Krimbel	Schomberg	12-Cayenne T	Downtown Porsche
Garth LaPoint	East York	06-911CS	
Leo Lee	Perth	79-911	Trf-In VIS

Continued on page 31

# CONGRATS! ANNIVERSARIES

30  
YEARS

Norbert Rufenach

15  
YEARS

Karl Uhlemann

5  
YEARS

Dino & Domenic Bertucci

25  
YEARS

Dave & Maggie Sims

10  
YEARS

Jay Armstrong & Monica

Kucharski

Paul & Mary Lott

Patricia Newiem

Barry & Willi Pow

Michael & Maria Strelbisky

Michael Tamblyn

Dave & Teresa Thomas

Michael Edmonds

Rose Jansen

Suzanne Lord

David Lui

Jason Venturelli

Chelsey White



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# EDITOR'S RAMBLINGS



**Kye Wankum**  
Editor

**Y**ou know spring has arrived when your issue of Provinz is this chock-full of event announcements. We had to add eight pages just to get it all in! Time to start planning the season!

Close to home, I want to draw your attention to some events that are coming up very soon: The UCR Open House is your chance to come and socialize with club buddies and make new ones, bring along the family, find out all there is to know about the events of the season - as presented by our many event chairs, check out the wares and services of many different vendors, most of whom also advertise in Provinz, pick up some new swag at the UCR Goody Store, and show off your pride and joy in the Show and Shine event.

Speaking of which, there are two more opportunities to show off your baby this spring. The first is the annual UCR Concours, which, this year will be back to a more traditional format in a park-type setting; that is followed by the no less glamorous Yorkville Exotic Car Show, which UCR once again supports as a host car club.

SportsCarBoutique is presenting their second annual tech session, featuring the ins and outs of data logging, while Braidan Tire has once again invited us to an open house brunch at their new digs, which will feature a tire tech talk by owner Brad Shimbashi.

See all this and more in this issue of Provinz!

The Provinz team was overwhelmed with the fantastic response we received to our readership survey. We thank every one of the over 150 members who took the time to participate. The randomly drawn prizewinner of a beautiful

Porsche Martini Sweat Jacket, courtesy of Porsche Cars Canada, was member Rosey Koiviso.

Your answers were as diverse as our membership and its interests are and it will take us some time to digest everything into a usable guide. We were particularly impressed with the detailed answers that many contributed to the questions that invited your comments. We will be publishing a synopsis of the outcome in a future issue of Provinz, while we continue to analyze the feedback you have provided.

Your answers were as diverse as some wanting more racing coverage and others wanting less; some wanting more tech articles, others wanting none; some wanting more history, others more travel, etc. Most importantly though, 96% rated the overall quality of Provinz to be excellent. Thank you very much!

One item that did come up in the survey is the question as to the meaning and the origin of the name Provinz. While I know the meaning of the word, I had to check with our historian, John Adam as to the origin. John did not know exactly the why and how but thought that the name was originally coined by 35-year UCR member Sorjo Ranta, one of our founding members. As to the meaning, well, it's just the German spelling of the word Province. The correct pronunciation? I say it just like the English word but the German pronunciation would have you say the first syllable like the word 'Pro' and then put the emphasis on the second syllable: Pro-vinz.

Enjoy the Spring! ☼

## THE WAY WE WERE...

### 35 Years Ago

The fourth edition of Provinz had its third editor. Sorjo Ranta wrote to tell us how he came up with the name, Provinz. John Pozhke reported on Porsche's Canadian sales 1958-1976. Total was 4,325 by 1976. Zone 1 at Watkins Glen was the big DE weekend and spaces were allocated - UCR had 17. The 928 was introduced at the March social by Bernice Holman and Hans Halbach.

### 30 Years Ago

Phil Hucker was president and Bruce Farrow was Provinz editor. The Boulevard Club was the social meeting venue and a movie night was planned. 70 attended the February social. A wine country weekend was planned for May as was a track day at Picton Cartways. Heimrath Porsche hosted a free safety inspection at a cost of \$3.00. Pardon?

### 25 Years Ago

The Canadian Le Mans 962 was on the cover. Drivers were Bill Adam, Scott Goodyear and Richard Spenard. Provinz reported that our articles were being picked up by other Regional newsletters. Membership was reported at 250. Single-day DE events were at newly paved Shannonville. Tire Tech was hosted by Green & Ross. Later, it grew to become Shift Into Spring. There was a funny article by Rosemary Adam. She reported on the fortune cookie readings emanating from the February Chinese dinner. For example, your writer "will enjoy good health and be surrounded by luxury". Angie Herring learned that "listening is half the conversation" while Mark's "finances were going to improve".

Contributed by John Adam, UCR Historian ☼

## Zone 1 Dates & Notes



**May 19-20, 2012**  
Zone 1 - Rally and Concours

**June 1-3, 2012**  
Zone 1 - Clash at The Glen

**June 15-17, 2012**  
Zone 1 - 48 Hours

**July 8-14, 2012**  
PCA Parade in Salt Lake City, Utah

**November 8-11, 2012**  
PCA Escape - Eureka Springs, Arkansas

Visit [www.zone1.pca.org](http://www.zone1.pca.org)

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# DRIVER ED



## UCR Driver Ed Dates for 2012

### Introductory Driving School

**April 14th and April 28th IDS events are now fully subscribed.**

### Driver Education Program Dates

**Saturday & Sunday, May 12th & 13th**  
Mosport Grand Prix Track  
Our Spring Fling with Munchie Buffet Social and Lunch Time Lucky Draw included!

**Saturday & Sunday June 9th & 10th**  
Mosport Grand Prix Track  
Saturday evening Track Walk with Refreshments.  
A must for all serious "Trackies"  
More to be announced for this event!

**Friday thru Sunday, July 13th, 14th & 15th**  
Mosport Grand Prix Track  
Loads of Student Spaces, Three Days of Track Time and Saturday evening Dinner & Social with NNJR

**Saturday & Sunday, August 18th & 19th**  
Calabogie Motorsports Park  
Drive this Fabulous Road Course nestled in the heart of Ski Country.  
More to be announced!

**Saturday & Sunday, September 22nd & 23rd**  
Mosport Grand Prix Track  
One of our most popular weekends. It's the Fall Colors event with Munchie Buffet Social and Lunch Time Lucky Draw included!

**Saturday & Sunday, October 13th & 14th**  
Mosport Grand Prix Track  
Our Multi Marque Oktoberfest event with German Cars, Food and Beverages!

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

## Annual Braidan Tire Open House

UCR Members are welcome to the Annual Braidan Tire Brunch Open House on Saturday, April 21, 2012 – 12:00 to 3:00pm. There will be a Pasta Bar with Refreshments served. Owner, Brad Shimbashi, will discuss various tire setups for track and street use, including ideal pressures and suggested tire compounds. Join your fellow members for an afternoon of Tire Training and Shop Talk.

Braidan Tire 9399 Hwy 48, Markham, Ontario  
L3P 3J5 905-209-7979

## Annual Braidan Tire Charity Track Day

For the past two years Braidan Tire and their sponsor Michelin, have put on a charity lapping event and invited all signed-off UCR drivers. This year's charity event will be the start of our track season and take place on Monday, April 30th at Mosport. The event itself is in support of 'Wheels for Humanity', a registered charity that provides transportation for those who can least afford it. The donation this year is \$78.00 and will be collected through our club registration system by credit card.

## LETTERS TO THE EDITORS

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)

Kye, Just wanted to let you know I thought your article on Rudy, Ludwig and Walt was tremendous. The highlights you captured in the sidebar notes gave a real focus to how meaningful these individuals were to racing in Canada and the US. I've seen some previous articles that told some of the stories, but your effort in digging out the detail made it easily the best I have seen.

Keep it up, and thanks for the Varac plug.

Best regards,  
Geoff McCord

Hi Mario,

I must admit that I'd never heard the phrase "Zen of driving" before. As soon as I read it in your Provinz article, I knew exactly what your article was going to be about. Loved it! It really describes to a "T" what real driving of a Porsche is all about. I've never really had a "handle" to put on the feeling of driving a Porsche, but "Zen of driving" is it. That feeling of being one with the car.

I know that most people don't understand it when I say I seldomly ever turn the secondary stereo on. I much prefer listening to the Symphony in Flat Six as I conduct the orchestra and dance through the twisties with my Boxster. I don't want the car shifting the gears for me. Those perfectly executed up/down shifts, the feedback, the sounds, the power out of a corner and on to the next, clutch, downshift... It's only a short time till it's here again.

Zen of driving. Love it!

Thanks for the article.  
Guenther

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1711 Mattawa Ave, Mississauga, ON L4X 1K5  
[www.huntermotorsports.ca](http://www.huntermotorsports.ca) 905-272-5137

Kye, great article about vintage racing in the March 2012 issue. There were many things about it that inspired me to write in.

First, I enjoyed reading about Ludwig Heimrath Sr. In 1980, when I was a kid, my father bought a Mocha Brown 928 (couldn't have been many of those, if anyone out there knows its whereabouts I would love to hear from them) from Heimrath's dealership, and I remember we were taken into the back and shown a race car, painted white, being assembled. From my vague memory and the list of cars driven by Heimrath, I deduce it was a 924 turbo.

Second, I have seen your fascinating car many times at Brent Hunter's shop. How about a sequel to your vintage racing article profiling your car? Would love to know more about its specs and history.

Third, vintage racing looks like tremendous fun, but I have to ask the question: what does it cost you per season to compete? (I am afraid that having to ask means I cannot afford it).

I enjoy Provinz tremendously. Congratulations on a fine publication.

Yours truly,  
Robert Eberschlag  
1986 Garnet Red Metallic Carrera





## UCR Tech Session

by George O'Neill,  
UCR Tech Editor

# Changing The Air Filters In A 991 & Other Interesting Facts

Porsche's new 991 is certainly a nice upgrade from the 997. But, is it true you have to remove the rear bumper cover to change the engine air filters?

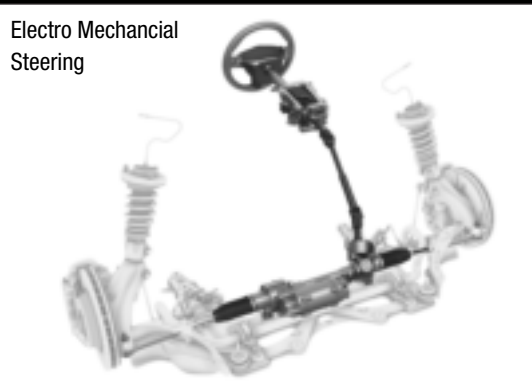
I recently attended PCA's Tech Tactics 2012 East event and two 991s were available for viewing. I came away impressed with just how much the car has changed and improved over the previous model while still retaining the classic 911 characteristics and silhouette.

I was also impressed with the new technologies that have been introduced. Several of these are industry and Porsche firsts, while others are improvements on systems that have appeared in other Porsche models. The only carryover items from the 997 are basic engine components and the PDK transmission. Everything else is new, both inside and out. And that is a good thing.

During the Tech Tactics presentation it took 65 Powerpoint slides to outline all the new technologies in the car. Of all of those, I believe the following three are the most interesting, and demonstrate that many trade-offs have been made during the design process.

First is the electro-mechanical steering, which has to be the most controversial item, as this is a first in any Porsche road car, and traditionalists have already expressed concern that road feel will be lost. I say hogwash. We only had mechanical/hydraulic steering because we did not have - until now - the technology to invent something better. But, I must reserve final judgment until I actually drive a 991 - Mr. Laurance Yap, are you listening?

Electro Mechanical Steering

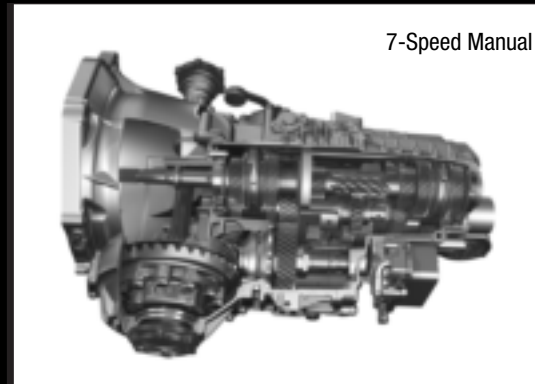


Second, the intake and exhaust systems have received considerable attention, to ensure the car breathes and exhales deeply and so drivers enjoy just the right amount of engine noise when they want it, via the introduction of a first for Porsche, a sound symposer. This mechanism can be turned on by the driver and amplifies and directs engine sounds to the passenger compartment. Rumour has it Ford has been using a similar system in their Mustang for years.

Third, Porsche has introduced the world's first production car seven speed manual transmission based on the proven "Doppelkupplungsgetriebe" PDK transmission, which, as we know, has seven speeds. To create a seven speed manual version, Porsche modified the PDK so the shift pattern would still be the familiar modified H pattern (with an additional slot in the upper right position for seventh) by developing what they call a MECOSA - Mechanically Converted Shift Actuator. This device mechanically converts what would be the PDK's native shift pattern in manual mode of 2 - 3 - 1 - 6 - 4 - 5 - 7, which would be clearly unacceptable to drivers, to the common pattern of 1 - 2 - 3 - 4 - 5 - 6 - 7.

Product design involves balancing many parameters to achieve, which is perhaps not the best outcome for any one parameter, but the best outcome for the entire suite of parameters. Developing Porsche cars is no different.

7-Speed Manual



Major parameters Porsche engineers had to deal with when developing the 991 included the vehicle's look, cost, safety, reparability, functionality, production considerations, environmental factors, emotion, performance and legislation. Those parameters sometimes competed with each other, especially when it came to weight reduction.

Generally speaking, it is not really that difficult to design a car to meet all government safety requirements, while looking okay, with the expected comforts a customer would want. But, what would be the resulting fuel mileage of that car, how much would it weigh and can it even be produced at a reasonable cost and therefore sold at a profitable market price? Designing any mechanical device requires balancing requirements to ensure the item operates as desired across a broad spectrum of parameters, not just one or two. In vehicle design, weight is often the great equalizer in terms of balancing requirements against practical limitations and constraints. Porsche has always been fanatical about the desire to minimize weight while reaching other performance targets. Therefore, sometimes we end up with design elements that are less than ideal for any individual parameter, such as reparability.

So let's get back to the question, is it true the rear bumper fascia needs to be removed to change the 991's engine air filters? If it is true, have Porsche engineers gone mad? For something as basic as an air filter we need to get into doing bodywork?

Well as we can see from the above, Porsche has included many new technologies in the car, and therefore has had to obviously make trade-offs. One of the sacrifices was the ability to easily change the air filters. It is, of course, important to keep filters clean in order to achieve the best performance and fuel economy from any engine. This is usually a rather routine task

since air filters are most often located in an easily accessible place near the top of the engine. The 991 engine air filters are located at the rear of the engine, where the spoiler, dual fans and intake plenum are best able to feed air to the engine. This creates a real challenge when replacing the filters since the rear bumper fascia must now be removed to access the filters.

Understanding the design process and why tradeoffs need to be made helps explain why the filters are located where they are. Could they have been located in a more accessible location? Probably. Would the car perform as well? Maybe. Would something else have needed to be moved to an awkward location or redesigned into a package that would impact the car's performance negatively? Most likely. The bottom line is if you modify one parameter, others are often also impacted. With a 991, gone are the days of driving to your favorite parts store and running in and buying a new filter and installing it outside in the parking lot. Is this the price we pay for technological advancements, or is Porsche looking for a way to further maximize profits by forcing owners to take their cars to the shop for even basic service? Or, has the evolution of the car come so far the engineers had little choice but to locate the filters where they did? I am voting for the latter.

991 Engine Bay



Designing anything these days must take into consideration various constraints and parameters which often create conflicts, forcing trade-offs to be made. In the end, hopefully the trade-offs work. ☹

Photos were taken by the author or supplied by Porsche A.G.

Do you have an idea for an article, or would you like to contribute one? If so, e-mail me at [George@ONeillRealEstate.ca](mailto:George@ONeillRealEstate.ca) and remember to include any comments about this article.

# IN CONVERSATION WITH RON FELLOWS



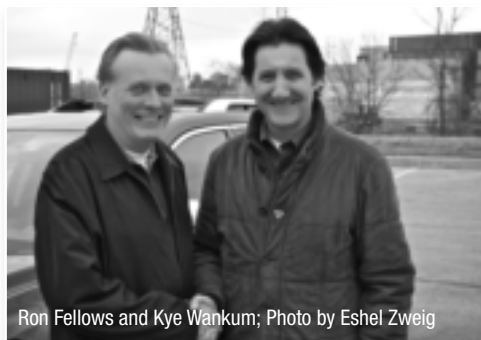
***YOUR EDITOR SHARED  
THE TRACK WITH RON  
FELLOWS IN THE  
AMERICAN LE MANS  
SERIES FOR THREE  
SEASONS – 2000-2002,  
ALBEIT IN DIFFERENT  
CLASSES – GT VS. GT2  
– AND, ADMITTEDLY,  
IN A TOTALLY  
DIFFERENT LEAGUE  
ALTOGETHER...***

*By Kye Wankum; photos as credited*

The author being chased down the corkscrew at the ALMS race at Laguna Seca in 2001 by the Corvette of Ron Fellows.

I recently had the pleasure of having a conversation with Ron Fellows, together with UCR Photo Editor, Eshel Zweig. Rather than using a structured interview format, we simply sat down over coffees to have an informal chat. Once again, Ron, 'the mayor of Mosport' displayed his famous nice-guy-attitude that has won him the adoration of many, many fans the world over. Even though he is a very busy man these days, once he got talking, he seemed completely unhurried and relaxed, taking his time to explain the ins and outs of the circumstances surrounding his racing career.

Most of us know Ron Fellows from his championship-winning ways in the American Le Mans Series and at Le Mans and at Daytona with the prominent yellow GTS class cars from Corvette Racing. However, his racing career has now spanned several decades and he made his name in racing long before this particular factory ride. Ron started out in karts, moved on to Formula Ford and then Formula 2000, before taking a nine-year hiatus to work as a natural gas pipeline worker and replenish the proverbial coffers.



Ron Fellows and Kye Wankum; Photo by Eshel Zweig

Ron came back to racing in the 80s to launch his professional driving career, which first found him behind the wheel of a showroom stock Camaro in the GM Player's Series from '86 to '92, where he took the Driver's Championship in 1989, along with a popular race win at Mosport.

From 1987 through 1997, Ron became one of the most successful SCCA Trans-Am Series competitors ever, with 95 starts, 40 podium finishes, and 19 wins. His Trans-Am career began with the Roush team in Ford Mustangs, continued with Buzz McCall Racing and then Tom Gloy Racing in Riley & Scott Mustangs, and culminated in a drive in the GM Camaro for his final two years in the series.

Since 1995, through to the present day, Ron has been a favoured hired gun for road course races by various teams in the NASCAR Truck Series, Nationwide Series, and Sprint Cup Series, for a total of 57 starts. These teams have included Dale Earnhardt Junior's JR Motorsports (Nationwide) and Tommy Baldwin Racing (Sprint Cup). As of November 22, 2011,

## RON FELLOWS CAREER HIGHLIGHTS

*From Corvette Racing.com:*

**Two NASCAR Craftsman Truck wins  
Three NASCAR Busch Grand National wins  
19 career SCCA Trans-Am wins**

**1989:** GM Player's Challenge champion, runner-up in 1987-88

**1997:** Overall winner, Mosport IMSA WSC (Ferrari)

**2000:** First win for Corvette Racing (Texas)

**2001:** Overall winner in Rolex 24 at Daytona, GTS winner in 24 Hours of Le Mans, five ALMS wins (Texas, Sonoma, Portland, Mosport, Mid-Ohio)

**2002:** GTS winner in 24 Hours of Le Mans, ALMS GTS champion, seven ALMS wins (Sebring, Sonoma, Mid-Ohio, Washington D.C., Mosport, Miami, Atlanta)

**2003:** ALMS GTS co-champion (with O'Connell), three ALMS wins (Sebring, Sonoma, Mosport)

**2004:** ALMS GTS co-champion (with O'Connell), five ALMS wins (Sebring, Mid-Ohio, Sonoma, Portland, Laguna Seca), one SCCA SPEED World Challenge win with Team Cadillac (Mosport). Voted "Most Popular Driver" by ALMS fans.

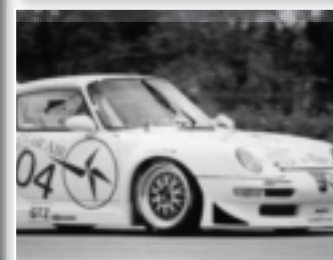
**2005:** Runner-up in ALMS GT1 championship, three ALMS wins (Road Atlanta, Mid-Ohio, Sonoma); one SCCA SPEED World Challenge win with Team Cadillac (Mosport). Voted "Most Popular Driver" by ALMS fans for second consecutive year.

**2006:** One ALMS win (Road America), one SCCA SPEED World Challenge GT win with Team Cadillac (Long Beach). Voted "Most Popular Driver" by ALMS fans for unprecedented third consecutive year.

**2007:** Ran endurance races (Sebring, Le Mans) and Mosport round with Corvette Racing; one pole and two runner-up finishes in SCCA SPEED World Challenge GT with Team Cadillac. Voted "Most Popular Driver" by ALMS fans for unprecedented fourth straight year. Ran selected NASCAR Nextel Cup and Busch Series road races, finishing fourth in Montreal and Watkins Glen.

**Note:** Four-time ALMS Most Popular Driver award (2004 - 07), three-time ALMS champion, two 24-Hours of Le Mans class wins, 19 SCCA Trans-Am wins, six NASCAR wins (2 NCTS, 4 NNS). Web site: [www.ronfellows.com](http://www.ronfellows.com)

**Birthdate:** Sept. 28, 1959. **Birthplace:** Windsor, Ontario. **Residence:** Mississauga. **Family:** Wife Lynda, children: Lindsay, Sam & Patrick.



Ron holds the record for most wins by a foreign-born driver in NASCAR's top three series (Sprint Cup, Nationwide, and Camping World Trucks) with six: four in Nationwide and two in Trucks.

Ron is not a complete stranger to Porsches either. In 1990 he was a regular competitor in the Rothmans 944 Turbo Cup, competing in six of the eight rounds, and in 1998 he teamed up with John Morton and John Graham in the C.J. Motorsports Porsche 911 GT2 to finish the 12-Hours of Sebring 9th overall, 3rd in class.

Also in 1998, Ron became the primary development driver of the GM Corvette Racing C5-R program that I mentioned above and, as such, is a charter member of the championship-winning Corvette Racing team. He did the initial testing and development of the car, and scored Corvette Racing's first ALMS victory in September 2000 at Texas Motor Speedway.

Ron won the ALMS GTS drivers championship in 2002 and shared the title with teammate Johnny O'Connell in 2003 and 2004. He and O'Connell finished as runners-up in the GT1 driver's championship to their Corvette Racing teammates Oliver Gavin and Olivier Beretta in 2005 and 2007.

In 2007, Ron began a new phase in his career as an ambassador for Corvette and a technical advisor to GM Racing. He focused on endurance events with teammates Johnny O'Connell and Jan Magnussen, and ran the Mosport round of the ALMS at his home track with former teammate Andy Pilgrim.

Fans voted Ron "Most Popular Driver" in the ALMS in 2004 through 2007 - the only driver to win the prestigious award four consecutive times. He was named to the AARWBA All America Racing Team in 2002, 2003 and 2004. In 2007, Chevrolet introduced the limited edition Ron Fellows ALMS GT1 Champion Corvette Z06, the first signed special edition in Corvette's history. A resident of Mississauga, Ontario, he has been instrumental in setting up the Sunoco Ron Fellows Karting Championship, a series that helps young Canadian drivers make a connection to professional racing.

**For the complete story and interview with Ron Fellows, please go to <http://www.pcaucr.org/>**





# RUDY BARTLING TO BE INDUCTED TO THE CANADIAN MOTORSPORT HALL OF FAME

By Emily Atkins

Join UCR member Rudy Bartling as he is inducted into the Canadian Motorsports Hall of Fame on April 21, 2012.

He will be inducted, along with six other Canadians, plus Michael Andretti, at the CMHF's annual gala dinner, being held at On the Park Event and Conference Centre at 1095 Leslie Street, Toronto.

Rudy would be delighted to see the friendly faces of fellow PCA-UCR members cheer him on at the induction ceremony and dinner. Plus, your ticket supports the Hall of Fame's main fundraising effort for the year.

The other inductees are: Dick Foley of Montreal, Quebec; Robin Edwardes, of L'Original, Ontario; Paul Manson of Toronto, Ontario; Ben Docktor of Calgary, Alberta, Greg Steward of Halifax, Nova Scotia and Norm Ellefson, who now lives in Spokane, Washington.

The Hall of Fame was initially introduced in 1993 and now has over 100 inductees from across Canada. An International category was added two years ago. Michael Andretti joins Bobby Rahal, Carroll Shelby and Professor Sid Watkins as inductees in the International category.

Tickets for the Gala are \$195 and are available by Telephone 905-8520-6764; CMHF website at [cmhf.ca](http://cmhf.ca); [galatickets@cmhf.ca](mailto:galatickets@cmhf.ca) or by faxing 905-852-7012.

For more articles on Rudy Bartling and to learn more about the Canadian Motorsports Hall of Fame, please go to <http://www.pcaucr.org/>



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# JUST ANOTHER ROAD TRIP BY...AIR.

Story and photos by  
Chris Peitchinis, UCR Member

View of Muscat surrounded by mountains and sand dust from the desert in the distance.

I recently returned from a business trip that took me to Middle East and ASEAN region. We all know the Porsche marque is known around the world and I just wanted to share my experience abroad.

I left Toronto at -2°C and after 15 hours flying time plus my layover in Frankfurt I arrived at my first stop the Sultanate of Oman where the temperature was +37°C. Oman is an Arab state on the southeast coast of the Arabian Peninsula. It is bordered by the United Arab Emirates (UAE) to the northwest and Saudi Arabia to the west.

Muscat is the capital and the largest city in Oman with a population of 2.7 million people. That is where my first encounter occurred. Our local agent, Samir showed up with a beautiful, pristine "911 Turbo". >



Here I am with my colleague, Samir. I'm the guy on the right with no tie.

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2008 Porsche 911 Targa 4	stk#U3095	63,034km	<b>\$75,000</b>
2008 Porsche 911 Coupe S	stk#U2989	84,187km	<b>\$69,000</b>
2003 Porsche 911 Cabriolet	stk#3170	51,297km	<b>\$44,000</b>
2007 Porsche Cayman	stk#U3191	64,593km	<b>\$43,000</b>
2005 Porsche Boxster S	stk#U3247	28,996km	<b>\$43,000</b>
2004 Porsche Boxster S	stk#U3086A	93,558km	<b>\$32,000</b>

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Muscat is a city surrounded by mountains and desert I had to ask "how do you keep such a car so clean?" Just then a man, armed with a bucket of water, a cloth and some soap showed up. As you work your car gets cleaned....for a minimal amount of money. It keeps people employed I was informed.

Located at the heart of the country on the shore of the Persian Gulf, it contains Kuwait's parliament (Majlis Al-Umma), government offices and the headquarters of most Kuwaiti corporations. With the discovery of oil in 1936, the city's standard of living improved dramatically, including health and education services. Just a quick stop to fill up....cost 23¢ per litre!

On our way to the hotel, Meshal and I spoke about the invasion by Iraqi forces in August 1990 and their seizure of Kuwait city. During the occupation, the city was extensively damaged and many buildings were destroyed, including the Kuwait National Museum. When US-led United Nations forces expelled Iraqi forces from Kuwait in February 1991 during Operation Desert Storm,

foreign investors and the Kuwaiti government were actively involved in modernizing the city and turning it into a world-class business hub. This was truly evident by the beautiful skyline, multi-lane highways and large overpasses. You could easily think you were driving somewhere in the USA.

After a couple of days in Kuwait, I returned to Oman to catch a flight to Dubai. Unfortunately my stay this time in Dubai was short, with a luncheon meeting and then back to the airport to catch my next flight, to Singapore. Nizam, the managing director of our local authorized installation company in Dubai drives a very nice black on black Lexus SUV. All I can say is those black leather seats get awfully hot sitting in the sun at +28°C. I just can't wait to return in July or August when the temperature is steady at +40°C.

Singapore is known as the Lion City. An island country made up of 63 islands, it is separated from Malaysia by the Straits of

Johor to its north and from Indonesia's Riau Islands by the Singapore Strait to its south. Singapore is highly urbanized but almost half of the country is covered by greenery.

Singapore had been a part of various local empires since it was first inhabited in the second century AD. Modern Singapore was founded as a trading post of the East India Company by Sir Stamford Raffles in 1819.

While in Singapore you must have a Singapore Sling. It's a delicious pink drink was created sometime before 1915 by Ngiam Tong Boon, a bartender working at the Long Bar in Raffles Hotel. It was \$26.00 CAD and if you wanted the souvenir glass that was another \$10.00 CAD.....why not.

Singapore is a world leader in several areas: It is the world's fourth-leading financial centre, the world's second-biggest casino gambling market, and the world's third-largest oil refining centre. The port of Singapore is one of the five busiest ports in the world, most notable for being the busiest trans-shipment port in the world. The country is home to more US dollar millionaire households per capita than any other country. As a result, Porsches, Lamborghinis, Ferraris, Maseratis, Bentleys and Aston Martins are everywhere. Mercedes and BMW are common vehicles.

While standing at a corner on Orchard Road I swore I heard an F1 race car followed by another deep growling exhaust sound. Oh....it was only a Lamborghini and Porsche GT3 chasing each other. Then several (more than two) Ferraris and a Maserati flew by. They all had flowers on their cars. No wonder, it was a wedding party on their way to the reception!

Damn, I didn't have my camera with me. I didn't know what to expect any more so I kept my BlackBerry Torch with me from then on as it has a decent built-in camera. I completed my meetings in Singapore, oh yes I forgot, our master distributor in Singapore has one of those common cars....a 2011 Mercedes Benz E-Class.

My final destination before flying home was Borneo. Borneo is the third largest island in the world and is located north of Java Island, Indonesia. The island is divided among three countries: Brunei, Indonesia and Malaysia. Approximately 73 percent of the island is Indonesian territory. The Malaysian states of Sabah and Sarawak in the north occupy about 26 percent of the island. The sovereign state of Brunei, located on the north coast, comprises about one percent of Borneo's land area. Borneo is home to one of the oldest rainforests in the world, along with the Daintree Rainforest in Australia and the Amazon rainforest.

I arrived at a resort city known as KK (Kota Kinabalu). Here you will find some of the best snorkeling and scuba diving in the world as well as the freshest seafood on this planet. I checked into the newly built hotel called Ming Garden, apparently owned by a wealthy family in the region. I conducted my meeting and arrived back at the hotel later that evening only to find a beautiful burnt orange Lamborghini parked in the front of the hotel. The door man said, it belongs to the son of the hotel owner. He just imported the sports car from Singapore...

I had enough. It was time to say goodbye and fly back home to reality.

Until next time....  
More photos by the author, next spread



After a quick two hour flight I arrived in the State of Kuwait and its capital, Kuwait city. It has a population of 2.38 million in the metropolitan area.



Waiting for my arrival was our newly appointed agent Meshal. We exchanged greetings as we walked out of the airport towards to parking lot. Here in front of me was Meshal's family sport SUV, an older yet meticulously maintained Porsche Cayenne Turbo.





"... arrived back at the hotel later that evening only to find a beautiful burnt orange Lamborghini parked in the front of the hotel. The door man said, it belongs to the son of the hotel owner. He just imported the sports car from Singapore..."



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# 2012 PCA/UCR Ski Day

## By Phil Downe



With a sizable snowstorm during this all-too-mild winter hitting the Collingwood area the day before the 2012 UCR Ski Day, ski conditions at Osler Bluff Ski Club could not have been much better. Many of the runs were freshly groomed, but there was also plenty of untracked snow to cut new ribbons through.

It was a messy drive getting there, with a constant drizzle falling all morning but the weather continued to cooperate and not a single drop fell on the hill. This year's event, hosted by Don Lewtas and Phil Downe drew thirty skiers of all levels from novice to expert. Past president, Martin Tekela and Hazel de Burgh proved their expertise extends beyond the racetrack; both proved to be experts on the slopes as well.

Speaking of past presidents we also had Ken Jensen (2000) who, together with Phil Downe, looked like extras off the movie set of Hot Tub Time Machine in their '80s era one-piece ski suits. There was a very trim-looking John Van Atter (1999) who is down an amazing 100 pounds from this same time last year. David Constancio brought along a few friends and Fareed Ali was there with his Panamera S. Rounding out the field were UCR members Raffi and Aline Nalbandian, David Rosebush, Carlo Berardineli, David Peacock, Ross Hall, Gustavo Alvarez, Giacomo Tonon and Annie Rizen to name a few.

Osler Bluff Ski Club is such a great venue for this event and the only lineups we encountered were at lunch—there was absolutely no waiting for any of the quad-chair lifts. A big thank you to Don Lewtas, whose membership with the Ski Club makes this event possible, and as well for hosting the Après-Ski wine and cheese get together at his chalet nearby.



A big thank you to everyone who joined us for the day and we hope to see everyone again at next year's event. ❄️



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# NEW PORSCHÉ MODELS (AND A FEW OTHERS)



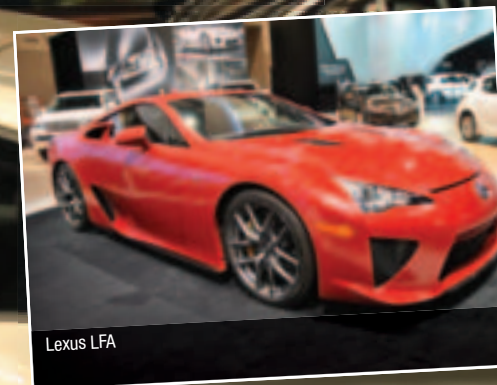
Pagani Zonda R



Acura NSX



Bugatti Veyron Super Sport



Lexus LFA

# AT THE TORONTO AUTO SHOW

Text and Photos by  
Richards Shepard, Provinz Publisher

If I was in the market for a brand new super car I would have a tough decision to make. There were many beautiful and exotic cars on display at this years' Toronto Auto Show.

The new Carrera S (or the 991 if you prefer the model number) was there and it looked great. They also had a Panamera Turbo S and a Cayenne Turbo.

Maybe you already have your favorite Porsche and you might be considering another brand; what do you think you would choose? Some alternatives to consider would be (in alphabetical order):

- Acura NSX**
- Aston Martin One-77**
- Bugatti Veyron Super Sport**
- Ferrari 458 Spider**
- Jaguar XKR-S**
- Lamborghini Aventador**
- Lexus LFA**
- McLaren MP4-12C**
- Mercedes C63 Black**
- Nissan GTR**
- Pagani Zonda R**
- Porsche 991S**
- Porsche Cayenne Turbo**

Now, some of these cars are not going to be in a driveway near you any time soon. The NSX is still a concept and I think of a couple of these (like the Zonda R and One-77) are not even street legal in Canada.

Of course, there was also a beautiful 993 in white which would be hard to pass up if it were on the market but right now it is the pride and joy of the lucky owner.

It was great to see our long time Club supporters Lant & Co. Insurance, Braidan Tire and Pfaff Porsche at the show as well.

Which one of these cars would you go for if you could have any of them? Put your answer in the PCA/UCR website forum at:

<http://pcaucr.org/forums/postlist/2/9384>

Or, scan the QR Code to go there directly! ☺

Event Photos >







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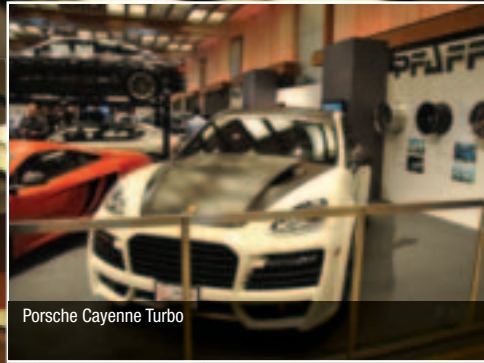
McLaren MP4-12C



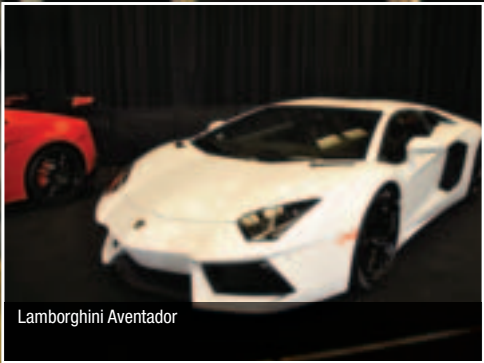
Nissan GT-R



Porsche 993



Porsche Cayenne Turbo



Lamborghini Aventador



Aston Martin One-77



Ferrari 458 Spider



Jaguar XKR-S



# ZONE 1 CONCOURS & RALLY

## May 19 & 20, 2012



On May 19 & 20, 2012, the Northeast Region of the Porsche Club of America will host the 33rd Annual Zone 1 Rally and Concours weekend.

Saturday May 19, 2012, the Concours will take place at the Larz Anderson Auto Museum in Brookline MA (<http://larzanderson.org>)

Sunday May 20, 2012, the Rally will depart from the Bose Corporation Headquarters in Framingham, MA.

### Concours:

The Concours will be held on the lawn of the beautiful Larz-Anderson Museum of Transportation. There will be two categories: Fully judged (no undercarriages but wheel wells) and a "People's Choice" (Wash and Shine). Concours Preparation will be at the host hotel Sheraton-Framingham where they will have hoses and towels available for use on Friday evening and early Saturday morning. Placement of the Concours cars will commence at 8:30am Saturday May 19th with judging to start at 10am. Trophies will be presented after noon.

### Rally:

The Rally on Sunday May 20th is sponsored by Bose Corporation and will begin at their corporate headquarters located less than five minutes from the host hotel. The first car will depart at 11am. This year's format will be a gimmick rally where you have to answer questions. The format is easy to follow and lots of fun, ending at a restaurant not far from the host hotel.

### Registration:

Registration for the weekend's events will be available on [clubregistration.net](http://clubregistration.net), via paper registration as well as on site at the Concours location. On [clubregistration.net](http://clubregistration.net) please search by date.

Advanced registration opens on March 1 and closes May 7.

Concours registration cost is \$30 until May 7, 2012 and \$40 the day of the event.

Rally fees are \$30 until May 7, 2012 and \$40 the day of the event.

Rally and Concours Combo cost is \$45 until May 7, 2012

### Accommodations:

The host hotel for the weekend is the Sheraton-Framingham. This particular weekend is graduation weekend for many area colleges and as such, rooms will be booking quickly. Despite the busy season, Zone 1 has secured a block at the hotel at an affordable rate of \$129 per night, plus tax, for a two-night minimum. This location is 30 minutes from the Concours location but is central to the weekend's events. Reservations can be completed by phone by calling 1-800-325-3535 or online through <http://www.starwoodmeeting.com/Book/porsche2012>. The block of rooms were being held until March 19, 2012. Please be sure to make your reservation early!

### Additional Information:

Friday night we will have a Hospitality room set aside at the hotel. In addition, there are numerous eating establishments along Rte 9 east to Natick and west to Southboro.

Saturday night we will be holding a dinner at Fireflys in Marlboro, less than half an hour from the host hotel. There will be a choice of three selections with side dishes. Participation in the Saturday night dinner will need to be confirmed when registering, prior to May 7, 2012. <http://fireflysbq.com/>

For additional information regarding this event, please contact Steve Ross at [SLR944@aol.com](mailto:SLR944@aol.com) or the PCA Zone 1 Representative, Jennifer Webb, at [jenniferbischoff@hotmail.com](mailto:jenniferbischoff@hotmail.com)

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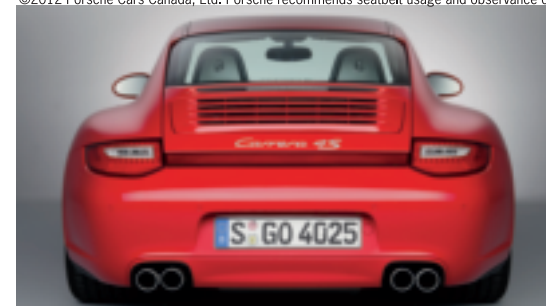
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The new Porsche 991, photographed by Eshel Zweig.



Past Events: **March 13th Social with Ron Fellows**

Photos by Eshel Zweig & Mario Marrello



UCR Social Chair, Isabel Starck and Editor, Kye Wankum welcome Ron Fellows; photo: Eshel Zweig



Ron's presentation was augmented by a slide show prepared by Eshel Zweig; photo: Mario Marrello



Peter Carroll and Martin Tekela enjoyed themselves and had a bunch of questions for Ron; photo: Eshel Zweig



Ron Fellows with Phil Downe; photo: Eshel Zweig



Ron with Karen and Mario Marrello; photo: Mario Marrello



Ron signs Eshel's GT2 engine; photo: Eshel Zweig

**New Members, Continued from page 7**

Charles Lehoczky	Toronto	11-911C4S	Downtown Porsche
Jock MacDonald & Janet Griffin	Toronto	12-911	Mike Tamblyn
Stephen Margoless	Oakville	09-Cayenne S	
Timothy & Connie McCutcheon	Toronto	07-911C4S	
Lyndon & Mary Meredith	Barrie	06-911	
Veronica Pang	Toronto	12-Boxster	Downtown Porsche
Joel Parlow	Kingston	08-911C4S	
Anthony Rapone	Thornhill	04-911T	
Maryam Rezazadeh	North York	12-Cayenne	Downtown Porsche
Allan Rosenberg	Toronto	08-911	Downtown Porsche
Alan Saskin	Toronto	12-Panamera T	Downtown Porsche
Joan & Larry Seely	Lakefield	12-911GTS4	Downtown Porsche
Andrew Sellner	Toronto	04-911	
Nuala Trainor	Kingston	07-Cayman	Downtown Porsche
Michael & Daryl Watts	Toronto	05-Cayenne	
Vincent Wong	Toronto	07-911GT3RS	
Jie Xue	Toronto	12-Cayenne T	Downtown Porsche
Haibo Zhang	Kingston	12-Cayenne	Downtown Porsche



# PORSCHE CLUB OF AMERICA - UPPER CANADA REGION OPEN HOUSE



Photo: Eshel Zweig

**This year's Open House will be held on May 6th. The venue is the Markham Fairgrounds in Markham, at the junction of Elgin Mills Road and McCowan Road.**

The weatherman has assured us a sunny Sunday. Regardless, as we shift into Spring, it will be fun to take Major McKenzie Drive from its western start at Hwy 27, and drive your beloved Porsche all the way to McCowan Road, then turn left (north), go past Elgin Mills Road, to the Markham Fairgrounds, immediately (about 150m) on your right. Or put your P-car through its paces on the 407, until exiting at McCowan Road.

As usual, you will meet our Event Chairs, and have the opportunity to familiarize yourself with the events that they have lined up for you this year, including Fun Runs, Autocross, IDS/Driver Education, the Concours d'Elegance, Club Racing and Membership. Members will be able to talk shop with tuning experts and fellow members, and learn about the latest developments in the Porsche world. And, of course, the Goodies Store will be there to offer you their fantastic range of UCR goodies.

In the past, many members have asked whether they can bring their Porsches to the event for a trade or sale. This year at the Markham Fairground we can secure ample exterior parking space, enough to accommodate up to 150 cars for this event. Individual members who wish to bring their cars for trade or sale are welcome to do so.

Furthermore, those who prefer to just show off their pride and joy can enter their car in the Show and Shine event. Prizes for the nicest cars will be awarded by a panel of judges.

For both trade/sale and Show and Shine, please contact the writer to reserve your space. All parties who are interested to show up at the event as vendors or exhibitors are welcome to contact the writer to organize their participation.

Admission to the Open House is free of charge, and members are encouraged to bring as many friends as possible. Hot dogs and beverages will be offered at a cash kiosk on site.

As an added attraction, on the same day and on the same grounds in an adjacent building, is a Military Nostalgia Exhibition organized by another group, where about 100 vendors will display and sell collectible memorabilia. Admission to this exhibition is free also.

For more details on the Markham Fairground please visit the website: [www.markhamfair.ca](http://www.markhamfair.ca). We will be in building #4, where an unobstructed floor space of 8,800 square feet will be at our disposal.

As we move along and get closer to the date, we will be posting more details on the UCR website.

**PCA UCR 2012 Open House**  
**Paul Ip, Event Chair**  
e-mail: [paul.ip@rogers.com](mailto:paul.ip@rogers.com) cell: 647 962 3931



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**MARKHAM FAIRGROUNDS, BLDG. 4**  
**10801 McCOWAN ROAD, MARKHAM**



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# UCR WANTS YOU!



**Editor-In-Chief:** UCR is seeking a new editor for Provinz. Responsibilities include the gathering and editing of contents and photographs, and the supervision of print production, printing and mailing of our newsletter - all with the terrific support from our entire Provinz Team. Please contact Kye Wankum at [kye.wankum@rogers.com](mailto:kye.wankum@rogers.com) to find out more about this rewarding position.

**Advertising and Sponsorship Chair:** to help with the coordination and sales of all advertising and sponsorship opportunities for our supporters. Responsibilities include working closely with the Provinz Team and the UCR Webmaster, as well as with the chairs of UCR events, such as Club Race, Concours, Open House, etc. Please contact Richard Shepard, Provinz Publisher, at [richard\\_shepard@hotmail.com](mailto:richard_shepard@hotmail.com) to learn more.

# Targa Muskoka

An event to be remembered!

Coming September 7 – 9, 2012:  
An Event To Be Remembered:  
The Targa Muskoka.

Please see the March 2012 issue of Provinz for more details or stay tuned for more information in future issues of Provinz and on the UCR website.

For inquiries, please contact:  
Walter Murray, Event Chair, at  
H-705-646-1176 or C-705-394-8746 or  
at [murray.dexta@gmail.com](mailto:murray.dexta@gmail.com)



Photos courtesy of Bala Bay Inn and Regatta Steak and Seafood Grille

# UCR RALLY SERIES

Two rallies are being planned this year. We are looking forward to our fourth year of exploring Ontario's picturesque roads and countryside. Porsche owners will enjoy the thrill of driving in a rally that will take them on roads that wind in all directions.

On June 23, 2012 drivers and navigators will savour the greenery of Southern Ontario. On October 6th, 2012 they'll enjoy the spectacular fall colours and farm fields full of crops.

The challenge of a timed rally turns the experience of a country ride into a wonderful and friendly competition where cars must keep on time while sticking to posted speed limits.

Feel free to sign up for more details for each rally by sending an email to [sadia.butt@utoronto.ca](mailto:sadia.butt@utoronto.ca).  
For more information contact Rally Master Sajjad Butt at (905) 567-8466.

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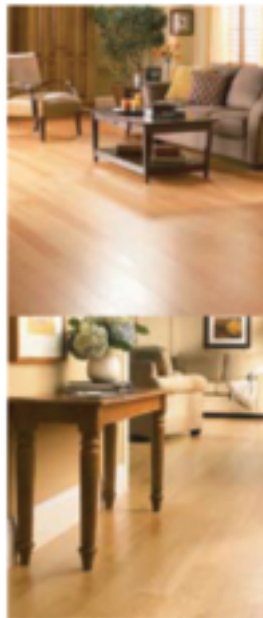


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# OBJECTS OF *Desire*



**Emily Atkins**  
Provinz Associate  
Editor

## Soon it will be time... The joy of anticipation

I can't wait! How many times have you said that in your lifetime? If you're at all like me it's been a lot.

Instant gratification seems like such a good idea sometimes, but I am going to argue to the contrary. A little waiting is good for the soul. It's all about the anticipation. And when it comes to our cars, there can be quite a lot of it.

Looking forward to something can be one of life's great joys. Planning, organizing, daydreaming - these are all the elements of a grand plan. And the anticipation culminates in the great joy of satisfaction when it comes to fruition.

I'll start with the obvious waiting game for us northern Porsche owners: The longing we feel when the car is tucked up and cozy in its garage for the winter. This winter hardly counted, at least for those of us in proximity to Toronto, but normally winter is the season of anticipation. Just read through a few past winter editions of Provinz and you'll see what I mean: "Soon it will be time to get the car out of storage..."

"Soon it will be time" is music to my ears. After all, doesn't absence make the heart grow fonder. Isn't the first drive of the year always the best?

There are plenty of other ways our cars leave us eagerly waiting. Do you anticipate green lights? Ever sit at the red, counting the three-second delay before the light changes? I love that moment before the throttle responds, hoping I hit it just as the green flashes up.

Also on the small but beautiful scale is the waiting game I play with my turbo. The delay is not insignificant; there is a considerable period of anticipation as it spools up and finally, finally gives me the kick I

am looking for. It's a delicate game. Takes practice to know how long it will be before you have boost. But it's so gratifying when you gauge it just right.

On a less gratifying note, I have to also note that other form of anticipation, dread. How much will the repair bill turn out to be? But this column is about why we love our cars, so let's just put that one behind us.

Are we there yet? This one is a bit more complicated. On a road trip in the Porsche, getting there is often ALL the fun, not just half of it. You don't really want to reach your destination when the driving is so entertaining. The anticipation is in each new curve in the road, the elevation changes, the unexpected straightaway with no traffic, the form and colour of the landscape blurring by.

The great thing about road trips is you don't typically have to wait to take one. Jump in the car when the mood strikes and go.

But there are other events your car can get you into that do require some considerable anticipatory time. I'm talking track days. Club members compete to see who can be the first to sign up on January 1st for events that don't take place until May. If that's not a fine example of anticipation, I don't know what is. I'm not quite in that category of keener, but I do admit that the siren call of the track gets me thinking, dreaming, planning and scheming well before the actual dates.

It's amazing how much time you can spend in expectation of the pleasures your car will bring you. Waiting may not be any fun, but anticipation? It's in a category of joy all by itself!

And just for the record: My car poked its nose out of the cave for a day on February 10, and left hibernation permanently for the year on March 6, the day I am writing this. All the talk of anticipation was too much for me. I couldn't wait any longer. 🏁

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## THE 2012 PORSCHE PARADE

This summer, the 57th Porsche Parade will be held in Salt Lake City, Utah from Sunday, July 8th to Saturday, July 14th, 2012. You need to be there!

The Little and Grand America Hotels in the heart of Salt Lake City will be our host hotels this year. Our primary block of rooms is in Little America, a AAA Four Diamond, family founded facility that has been a Salt Lake City landmark for over 40 years. Its sister hotel, the Grand America, is a Five Diamond facility. The hotels are across the street from each other, and are conveniently located within walking distance of shopping, restaurants, nightlife, cultural and sporting activities, and the downtown trolley system.

We will, of course, have our traditional four competitive events, The Concours d'Elegance, TSD Rally, two days of Autocross fun, and the Technical and Historic Quiz. In between, there will be many opportunities to join driving tours through the mountains, attend a local cooking school, try your hand at the Gimmick Rally, enter the Art Show, or shop at the Goodie Store - I could go on! To see all the activities, and plan your week, go to: <http://parade2012.pca.org>

While the planning for the Parade is proceeding nicely, we had an unfortunate server crash, which destroyed the server that hosts our online Parade registration software and database. We've spent the past two weeks rebuilding that server/software and transferring it to a new hosting company. As a result, we are moving our registration start date to March 27th to ensure the best possible experience for your online registration. Thank you in advance for your patience. ~ Susan Brown, 2012 PCA Parade Chair

**Learn more and register at [parade2012.pca.org](http://parade2012.pca.org)**



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# 2012 FUN RUNS

## UCR FUN RUN PLANS



**David Forbes**  
UCR Fun Run Chair  
[David.Forbes@nbpcd.com](mailto:David.Forbes@nbpcd.com)  
(705) 788-8828

### May 5 - Muskoka Spring Fun Run

Anne and I have committed to hosting the beautiful Spring Muskoka Fun Run, scheduled for May 5th. We look forward to hosting you all at our home again for an end of run cocktail, and yes, reservations for dinner at that famous acclaimed Japanese Fusion restaurant Wabora, for a delightful dinner and great company with our extended Porsche family. Can't wait!

### May 19 – Collingwood, Thornbury/Owen Sound Fun Run

From the Dyson house in Thornbury by 10am, the morning's run will wind up and down the Niagara Escarpment toward Owen Sound. We will drive the north shore of Owen Sound and arrive at Cobble Beach Golf Resort Community for a hearty lunch by 12:30pm. After lunch we will continue north along the picturesque Georgian Bay shoreline. Then, we wind our way home to Thornbury for a 3:30pm finish. Hearty snacks will be served. Expect challenging trivia along the way. We will tally the trivia scores for valuable prizes at the completion of the Fun Run.

### June 16 - Fun Run to Polo For Heart

Our day will begin at 10am at a convenient meeting place north of Metropolitan Toronto. From there we will explore interesting sights and locales for the next two hours, as we wind our way to the annual Polo For Heart event in Gormley, Ontario. An exciting fundraiser for the Heart and Stroke Foundation of Canada and the Southlake Regional Hospital, Polo For Heart has been entertaining thousands of enthusiastic Polo fans for more than 30 years.

This year, Polo For Heart welcomes the Porsche Club to see two Polo Games, half-time entertainment, boutiques, silent auction, perfect picnic contests, best hat contest and more. Getting there will be half the fun! More details on the Fun Run route to come.

### June 17 - Welcome to Summer, Ancaster and surrounds.

Starting at 11am on Fathers' Day Sunday. A gentle two-hour drive around country roads in Ancaster and Dundas, ending at an Ancaster restaurant for lunch. Limit is 15 cars.

1	DATE IN 2012	CAR EVENTS	HOSTED BY	CONTACT INFO
2	May 5	<b>Muskoka Spring Fun Run</b>	David & Anne Forbes	<a href="mailto:david.forbes@NBPCD.com">david.forbes@NBPCD.com</a>
3	May 12/13	-	-	-
4	May 19	<b>Collingwood Area Fun Run</b>	Dwight Dyson & Hazel de Burgh	<a href="mailto:dwright.dyson2@sympatico.ca">dwright.dyson2@sympatico.ca</a>
5	May 26/27	-	-	-
6	June 2/3	-	-	-
7	June 9/10	-	-	-
8	June 16	<b>Fun Run to Polo For Heart</b>	Jim MacLean	<a href="mailto:James.MacLean@NBPCD.com">James.MacLean@NBPCD.com</a>
9	June 17	<b>Ancaster and Surrounds</b>	Neil Dowdel	<a href="mailto:neildowdel@hotmail.com">neildowdel@hotmail.com</a>
10	June 23	<b>Summer Rally</b>	Sajjad Butt	<a href="mailto:sadia.butt@utoronto.ca">sadia.butt@utoronto.ca</a>
11	June 30/1	-	-	-
12	July 7	<b>Bear Manor Fun Run</b>	Vaughn Warrington	<a href="mailto:vaughn.warrington@nbpcd.com">vaughn.warrington@nbpcd.com</a>
13	July 14/15	-	-	-
14	July 21/22	-	-	-
15	July 28/29	-	-	-
16	August 4/5	-	-	-
17	August 11/12	-	-	-
18	August 18/19	-	-	-
19	August 25/26	-	-	-
20	September 1/2	-	-	-
21	September 8/9	<b>Targa Muskoka</b>	Walter Murray	<a href="mailto:murray.dexta@gmail.com">murray.dexta@gmail.com</a>
22	September 15/16	-	-	-
23	September 22/23	-	-	-
24	September 29	<b>Muskoka Fall Fun Run</b>	David & Anne Forbes	<a href="mailto:david.forbes@NBPCD.com">david.forbes@NBPCD.com</a>
25	October 6	<b>Fall Rally</b>	Sajjad Butt	<a href="mailto:sadia.butt@utoronto.ca">sadia.butt@utoronto.ca</a>
26	October 13/14	-	-	-
27	October 20/21	-	-	-
28	October 27/28	-	-	-

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

### July 7 - Bear Manor Fun Run and Exotic Car Show

Bear Manor Fun Run and Exotic Car Show in Grimsby is back for its second annual event. This year, the Fun Run will be a Poker Run. We are going to shut down our street for this event for more entertainment with a band, more food and beverages. Further details to follow, but mark your calendars now for July 7th. ☼



# 2012 Autocross Season is on!

The UCR Autocross team is pleased to announce that we have confirmed the schedule for the 2012 Autocross season. UCR will be hosting four events this year, all on Sundays: **June 24, August 12, September 16 & October 21**

Autocross is a performance driving event that involves navigating your car through a course defined by safety cones. Although autocross can be a competitive event, we chose to run it as an educational experience.

This year, all four events will be held at the Toronto Star facility located north of Toronto in Woodbridge near the 400 and the 407. The facility is located off Weston Road, just south of the 407 exit. The UCR Autocross event runs rain or shine. It's even more fun in the rain.

The cost is \$30 for each event. Registration is done through the UCR website in the same way as any DE event. Registration for a particular event remains open until the Friday before the event, so go ahead and book and if you can't make it, just cancel by the Friday before the event and you won't be charged. Registration is important because it allows the autocross team to gauge the size of the event and plan accordingly.

The event starts at 9:30am for registration and waivers, and the driver's meeting is at 10am. Every driver will get the opportunity to run the course a minimum of six times. Late-comers will be handled on a best effort basis only and may not be allowed to run.

For those of you that have never been to an autocross or are wondering what's involved, here are some common questions that I get:

## **You say it's not competitive, but can I run my 914 against a 997?**

Yes. In fact, the focus of autocross is the driver, not the car. Your primary goal is to improve your time over the minimum of 6 attempts you have to complete the course successfully. Each time you run the course you are learning more about the car, increasing your confidence and improving your driving skills. I've seen drivers significantly improve times throughout the day.

## **Do I need to prepare my car?**

Car modifications or special set up is not required. The car only needs to be road worthy. We also allow non-Porsches to run.

## **What do you use to time the event?**

UCR invested in a state-of-the-art timing system with wireless timers for the start and finish gates. The actual timer records times to within 1/1000 of a second and displays the current and past 3 results.

## **You run in a parking lot?! How fast can you go?**

Autocross emphasizes driver skill and vehicle handling rather than just speed. Running in a parking lot ensures there are tight corners, and plenty of them, so the driving is exciting and challenging. Autocross speeds rarely exceed those normally encountered on the road. A typical autocross run is about a minute and some of our courses have 10-12 corners so it becomes apparent you spend most of your time balancing the car around corners.

## **What if I am new to the sport?**

You will practice and learn skills here that will have an immediate impact on improving the safety and skill of your regular street driving. These skills include smooth transitions, enhanced braking, and skid correction. Autocross is an excellent way to enhance your car control skills, regardless of your existing driving skill level. Participants new to performance driving are most welcome.

## **Where can I get more information?**

Autocross has its own page on the UCR website ([pcaucr.org](http://pcaucr.org)). I will also be available at the UCR Open House on May 6 to answer any questions or concerns you may have and I will bring some pictures and videos to show how great this event is.

I'm looking forward to meeting some new people and the regulars on June 24. ☘

Mario Marrello, UCR President and Auto Cross Chair

## **ZONE 1**



## **CLASH AT THE GLEN**

*Come join us for the 12th annual CLASH AT THE GLEN hosted by Zone One Regions Watkins Glen in Watkins Glen, NY. June 1-3, 2012*

Featuring practice sessions and starts and fun races on Friday  
TWO Sprint Races on Saturday  
90 minute Enduro on Sunday.

The Glen has made some run-off improvements to their facility, so come join us at this famous track. Registration opens on Monday, April 16 th at 10:00 p.m. EDT <http://register.pca.org>. Early registration and hotel reservations are recommended.

Visit the Zone 1 website at [Zone1.pca.org](http://Zone1.pca.org) and <http://register.pca.org> for event details. For additional information contact Jennifer Webb At [jenniferbischhoff@hotmail.com](mailto:jenniferbischhoff@hotmail.com) or 514.235.0157 Pete Tremper at [tremper9146@aol.com](mailto:tremper9146@aol.com) or 609.221.3854. ☘



## **Zone 1 48-Hours of Watkins Glen June 15-17, 2012**

Zone 1 48-Hours of Watkins Glen, June 15, 16, & 17. Watkins Glen International is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6 mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has remained the home of a great racing tradition for 55 years.

The 38th annual version of the Zone 1 48-Hours at Watkins Glen will consist of 'Instructor Day' on Friday, followed by a traditional DE format on Saturday and Sunday. Come and drive with PCA members from the entire Zone and beyond. PCA National Instructor Training is available on Friday for those who qualify with a referral from their region's chief instructor.

For more information regarding this and other Zone 1 PCA events, please visit <http://zone1.pca.org>. Registration for the event will open on April 15, 2012. To register for the event, log onto [www.clubregistration.net](http://www.clubregistration.net).

For further information, contact your local track chair or email the registrar: Lou Dauerer at [Zone148Hoursreg@gmail.com](mailto:Zone148Hoursreg@gmail.com). ☘



# TRACK TALK

With two IDS events coming up this month and our first Advanced Driver Education event only a month away, things are starting to get exciting around here.

For the past two years Braidan Tire and their sponsor Michelin, have put on a charity lapping event and invited all signed off UCR drivers. This year's charity event will be the start of our track season and take place on Monday, April 30th at Mosport. The event itself is in support of "Wheels for Humanity", a registered charity that provides transportation for those who can least afford it. So supporting a vehicle-based charity is right in line with UCR's focus on the automobile. I don't think they are giving away Porsches, but close enough. The donation this year is \$78 and will be collected through our club registration system by credit card. All the more reason to go to your personal driver's page and make sure all of your information is updated for this season.

The main reason for our good fortune is that Brad at Braidan wants to thank UCR for our support of his Mosport location. We, on the other hand, want to thank Brad for his free tire support at all of our events. Keep in mind that Brad is in the tire business every day of the week. So for him to give up one weekend a month of his personal time, just to support our events, is something we need to acknowledge.

We'll be counting on the UCR Track Team to assist staging this event again this year. That means the event will be run up to UCR's standards of safety for our members. You will find the listing for this event on our Registration Site at [reg.pcaucr.org](http://reg.pcaucr.org) under the Advanced Solo Lapping heading. We hope to see you there.



**Dave Osborne**  
Track Chair

Whose idea was the speed bump anyway? Was someone so bored one day that they noticed that cars slow down when driving over obstacles? They must have thought, "if they slow down for a big hole, maybe they will slow down for a big bump?" And why wasn't he killed before his cancer of an idea grew to the ridiculous proportions that it is today?

Speed bumps come in many forms. There are the short choppy ones that make everything in the car toss up in the air, like my coffee or anything I might need to find in the future. Then there are the long "traffic calming" measures that force you to slow to a crawl every few hundred yards. That forces you to accelerate every few hundred yards as well, wasting a huge amount of fuel just to save old blind people. My favorites are the long angled ones. They cause my top-heavy truck to rock back and forth so violently that I've actually hit my head on the side window. You should see what a "calming effect" that has on me! Nothing says welcome like the private speed bumps, located in malls and small plaza parking lots. It's a welcoming invitation to come on in, so we can destroy your favorite front splitter.

I used to swear that I wouldn't buy anything from any store that installed one of those things, but if I stuck with that promise I would be starving and naked by now. Neither would create a pretty picture. My local Rona store has installed one at the entrance of their lot, and one across from the contractor door, and one across from the main entrance, and one across from the exit door, and one across from the garden centre. If that doesn't get you, they left a big pothole next to the exit. Why don't they stuff one of those speed bumps into the pothole and level things out a bit? Maybe they did. I wouldn't know because I refuse to go there anymore. I got tired of changing my coffee covered pants every time I went there to buy some screws.

Some neighbourhoods are now requesting their own speed bumps. They want to slow anyone who is driving down their street, instead of keeping their children and pets off the road. If they want to slow the traffic, just lower the speed limit and then enforce it. Don't make it impossible to drive the speed limit without losing your spleen. Our city recently paid a technology company to analyze all of our roads to determine which ones were the roughest and in need of paving. The computer identified all the streets with calming measures. Lol...who says computers are stupid?

I guess that identifies my point. Why complain about rough roads if you're going to put big bumps on them anyway? A rutted dirt road will slow the traffic at almost no cost. The speed bump is a stupid idea whose time has passed. Anyone who includes them in their plans should be dipped in hot coffee.

While my main focus has always been on the Advanced Driver Education Program, UCR has so many other events available for our members to enjoy. Our calendar is stuffed with Socials, a Concours, Fun Runs, Autocross, Rallies, Ski Trips, Banquets and Multi Event weekends. While I'm probably missing something, this is already an impressive list of ways that you can get involved in your club. So don't be one of those people who just receive the magazine once a month. Sign up, join in and get the most out of the events that your club sponsors. A large number of dedicated volunteers work hard to share these experiences with you. Make it worthwhile for them by taking part. You'll have fun just driving your Porsche there.

See you trackside ☼

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**Bergmanis, Preyra LLP**  
Personal Injury Lawyers

700 Lawrence Avenue West, Suite 400, Lawrence Square  
Toronto, ON M6A 3B4  
Tel: 416.256.1700 Fax: 416.256.1707



# MART

**1988 Porsche 944 Turbo S;** 137K. Lindsay Racing Turbo system. Complete engine build-up, 350 hp, done 4K ago. Roll bar, fire extinguisher, 5-point harnesses. 928S4 brakes, Konis all around. Too many upgrades to list and nice spares package. Fast and reliable for street, DE, or Race. Asking \$15,000. Please contact Pat at racecarz@hotmail.ca

**2011 Mercedes-Benz AMG C 63 Affalterbach edition;** 0027 Km. Only 30 made. 481 Horsepower, 0-60 in 4.3 seconds. Contact Thomas at (905) 689-4155 or at thevolvodoctor@hotmail.com

**914-6/916 GT Flares;** 1 set of 4 original steel flares; part numbers 914.503.908.00; 914.503.906.00 GRV; 914.503.905.00 GRV; 914.503.907.00 GRV. Contact Thomas at (905) 689-4155 or at thevolvodoctor@hotmail.com

**2003 Harley-Davidson V-Rod;** anniversary colours, gold key package, Porsche R&D. 0009 Km. Contact Thomas at (905) 689-4155 or at thevolvodoctor@hotmail.com

**1973.5 Porsche 911T Coupe;** Tangerine over black. Factory electric sunroof (mechanics just restored), 'S' front spoiler. Grill driving lights. 5 original Fuchs wheels, tools, bag, jack. Factory Becker radio & cassette. Proper twin Porsche batteries. New interior: perfect dash, seats, carpet, door panels, pockets, etc & headliner OEM materials. Interior trim original. All glass and exterior trim original. New rubber seals. Exterior paint is excellent. Restored, but floors, engine bay are original. Engine is very clean, detailed. Numbers match, strong motor (no carbs!). 5-speed. \$10,000 spent last years to preserve this car and fix oil leaks (documented). Previous restoration receipts and owner history. USA-spec car, imported personally in '08 (documented). Driver's manual, car cover and car-jacket (seals entire car for storage). Asking \$48,500. Please email Del at Dlus@rogers.com

**2010 911 GT3 Coupe;** Special colour of Meteor Grey metallic with Black, plus Dynamic Engine Mounts, Sport Chrono with Timer, Sport Bucket Seats, LW Headlights, Instrument Dials in Carrera White. Also 4-pt bolt-in roll-bar and 6-pt seat belts for driver. Full brake service by Markus Blaszk in September. My last year's Road/DE GT3 but still in showroom condition with less than 18,000 kms. Cost new was \$150,000 – now \$120,000 OBO. Jack Boxstrom: (613) 476-9132 or jboxstrom@rmauctions.com

**1988 924S;** red coupe; wonderful driver; no longer have garage space for it. \$4,000 (or make an offer); 71,000km; no rust or body issues; timing belts, rollers, seals & oil pump seals done at 57,500km. Some cracking in the dash plastic. Currently located in Collingwood, but could locate to Whitby. Price: \$4,000. Please email jayw.hackney@gmail.com\*

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

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

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

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

**996 Race Car;** 1999 - 996 Race car, PCA GTB-1 & CASC GT3 log books. This car has been updated to 2000 spec's, fresh engine 2011, gear box 2010. Moton Club Sport Suspension, BBS wheels, air jacks, AiM Data Logger and much much more...This is a well cared for and very fast 996 and is available now, fully prepared and ready to continue winning. Asking \$49,500. Please contact (905) 467-6252\*

**1979 911 Turbo;** nice numbers matching car with polished Fuchs, tool kit, owners manuals. No issues, no bugs, completely reliable. Everything updated including A/C; 95,000 miles. Recent overhaul by Response Engineering, Toronto, dyno verified 320hp/333lbs torque. Receipts, history, upgrades, professional appraisal and cert/authenticity available. Asking \$36,000 or reasonable offers considered. Please contact Ray Berthiaume at (613) 829-7791 or email ray.berthiaume at sympatico.ca\*

**Set 997 OEM Carrera S Rims;** 997 Carrera S OEM Lobster Claw design rims, front 19" x 8" E57 offset, rear 19" x 11" E67 offset, with TPMS (tire pressure monitoring sensors) no marks or scratches. Asking \$1,200. Please contact (416) 766-9696\*

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

# TECH CENTRES

## TORONTO

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

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

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

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

**Import Auto Service**  
12 B Jutland Rd. Etobicoke, M8Z 2J9  
416 251-6216

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

**MVS Motors Ltd**  
112 Select Ave Unit 5, Toronto, M1V 4A7  
416 412-3777 mvsmotorsltd@rogers.com

**Refined Motor Sports**  
218 Evans Ave. Etobicoke, M8Z 1K8  
416 248-9777

## NORTH

**Alex McIntyre and Associates**  
PO Box 517, Kirkland Lake, P2N 3J5  
705 567-3266

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

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

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

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

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

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

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

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

**Hockley Autosport**  
8981 Hockley Rd. RR#1, Palgrave, LON 1P0  
905 729-2971 hockleyautosport@hotmail.com

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

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

**T.E. Parolin & Sons Motor Car Sales Ltd.**  
1864 Seymour St. North Bay, P1B 8G4  
705 474-0241 jayne@teparolin.ca

## EAST

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

**Competition Motors**  
203 Sunningdale Drive, Belleville, K8N 4Z5  
613 967-1481 info@competitionmotors.ca

**Harmony Road Porsche Parts and Service**  
3217 Harmony Rd. N. Oshawa, L1H 8L7  
905 655-5644 harmony@interlinks.net

**Madeley Automotive & Diagnostic Service**  
1736 Bath Rd. Kingston, K7M 4Y1  
613 634-0306 madeley@madeley.com

**Response Engineering**  
1858 Manning Rd. Whitby, L1N 3M3  
416 526-3487 yarko.mackiowsky@hotmail.com

**RoadShow Automotive Appraisals - Bruce Farrow**  
118 Woodview Dr. Pickering, L1V 1L2  
905 509-4940 roadshowauto@aol.com

## WEST

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

**Eurotune**  
31 Travelled Rd. Caledon Village, LON 1C0  
519 927-9929

**Furtmair Auto Services Inc.**  
51 Bridge St.E. Kitchener, N2K 1J7  
519 576-9972 fast@furtmair.com

**German Autotech Inc**  
621 Colby Dr Unit#1 Waterloo, N2V 1B4  
519-880-0227 mike@germanautotech.ca

**J.B. Hunter Motorsports**  
1711 Mattawa Ave. Mississauga, L4X 1K5  
905 272-5137 brent@huntermotorsports.ca

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

**Leny's Automega**  
275 Dundas St E. Mississauga, L5A 1X1  
905 803-8473 john@lenysautomega.com

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

**Marc Plouffe (Lumpmeister)**  
3125 Princess Blvd. Burlington, L7N 1G5  
905 681-0869 Lmplouffe@sympatico.ca

**Porsche of London**  
600 Oxford St. West, London, N6H 1T9  
519 601-1322 geoff@porscheclarslondon.com

**RSP Motorsports**  
15 Springfield Way, Komoka, N0L 1R0  
519 474-7700 info@rspmotorsports.com

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

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

## RENNSPORT AND U.S.

**Athol Motor Car**  
184 Reading St. Buffalo, 14220  
716 824-2276 atholmotorcar@adelphia.net

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

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

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

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



# PERIPHERAL VISION



**John Adam**  
UCR Historian

Is it April already?

In March, we had confirmed our plans for Parade in Salt Lake City, UT. Same as last year, we will help with light duties at the UCR Club Race and on Sunday afternoon depart for Buffalo for an overnight stay at Best Western followed by an early Monday flight on Southwest Airlines to Salt Lake City. We will arrive in time for the Concours d'Elegance and then deal with late Parade registration.

Another important date on our Peripheral Vision calendar was Friday, March 23. That's the date NNJR opened registration for its three-day driver education event at Mid-Ohio, on May 18-20. Mid-Ohio is my favourite track in many ways. There is a section called Madness and it is well-named. The other parts aren't too sane either. The other aspect about Mid-Ohio is that motels aren't too far from the track in Mansfield, OH, and rates are reasonable but moving higher. It's a seven-hour drive to the hotel, but it's all four lanes.

UCR has sold out its two scheduled advanced car control April dates on the Mosport Skid Pad. The UCR driver ed program goes on track at Mosport May 12 & 13. Of course, that's not news to fellow Trackies. I will give you my seasonal low-down on selections from further afield.

BTW, I will go to my grave calling it Mosport rather than Canadian Tire Motorsport Park.

Checking for events further afield, the PCA list is rather sparse at time of writing - perhaps Niagara Region at Watkins Glen, May 28-29. PCA Zone 1 will be at The Glen June 15-17 for a big event with probably 250 registrants. Instructors get the benefit of an extra day of driving. See the Zone 1 web site for all the details. NNJR will be at Pocono June 30/July 1 and this is your opportunity to try a NASCAR oval.

Hard core Trackies from NNJR and elsewhere will appear for three straight days at Mosport July 13-15. Green and Yellow Run Group drivers are promised plenty of instructors for Friday through Sunday and I always wonder why more Green and Yellow Run Group drivers don't sign up. The Red Run Group is in abundance at this event.

For a complete rundown on driver ed dates, the PCA web site is a great place to do your research.

Now that better weather is here, let's hope that you get to enjoy some of the events that PCA is bringing your way. Not sure? Come out to our UCR spring Open House on May 6 or send me an e-mail at johnqadam@rogers.com.



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# BOARD MEETING

Minutes for February 7, 2012 - Submitted by Isabel Starck, Secretary

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

**Attending:** Del Bruce, Horst Petermann, Martin Tekela, Mike Bryan, Tim Sanderson, Mike Edmonds, Mario Marrello, Otto Mittels-taedt, David Forbes, Walter Murray, Richard Shepard, Isabel Starck, Kye Wankum, Tomiko Murk

**Regrets:** Arthur Quinlan

**Meeting Open: 18:45**

**Mario Marrello**

**Introduction - Confirm Objectives and Agenda**

- No new items to add.

**Mario Marrello**

**Confirm Minutes from last meeting**

- Walter Murray moved acceptance of the minutes with corrections, seconded by Mike Bryan and carried unanimously.

**Tomiko Murk**

**Treasurer's report**

- Working capital at \$185,846.
- Income down 3k reflects a Toronto Star charity donation of \$2500 made during the month.
- Track insurance prepaid to ensure all events are covered for.
- Receivables have come down due to receipt of Provinz prepaid adverts.
- Additional banquet expenses received.
- Toronto Star charity donation of \$2500 made.
- Revised year end report will be forwarded to all BoD following meeting.
- Walter Murray moved acceptance and David Forbes seconded.

**Mike Bryan**

**Membership report**

- In January we added 18 new primary members and 53 renewals. 25 NON renewals.
- 3156 Total members. 1944 primary 1212 affiliated members.
- Identify those members signed up by the dealers and survey them to increase renewals.
- Kye agreed to draw from the advertising package letter to produce a draft membership promotional flyer.

**Kye Wankum and Richard Shepard**

**Provinz Report**

- 2,070 copies of Provinz were mailed out for the month of February 2012 at a cost of \$1.20/member for a YTD average of 1.16/member
- The team is working well together and we want to acknowledge the help and efforts of Associate Editors Emily Atkins and Garth Stiebel, and the Advertising Administration by Sheri & Neil Whitlock.
- The advertising sales package is complete and copies have been handed to the board with the request to help attract new advertisers. We have been working with several new advertisers and have been successful using the package.
- Provinz is asking each board member to give a copy of the advertising package to a prospective new advertiser.
- The link to the membership survey has been published in the magazine and on the website, response has been positive so far. The survey will also be featured in the monthly email news blast.
- We are still looking for an additional volunteer to help with advertising sales.

- We encourage all of our members to give our advertisers an opportunity to compete for the membership's business.

**Mike Edmonds/Horst Petermann**

**Club Race Update**

- Dates registered with PCA National for July 6-8, 2012.
- National documents to be submitted in March 2012.
- Formal budget to be presented in March 2012.
- Confirmed sponsorship from Michelin/Braidan Tire and Porsche Cars Canada.

**Del Bruce**

**Driver Education Update**

- Registration up from last year.
- DE registration of 79, 89, 39, 56, 68, and 43, May through October respectively. All increased from last year same time.
- IDS: 25 registered for April 14th, 26 for April 28th.

**Walter Murray**

**Targa Muskoka Plans**

- Date set for Sept 7th beginning at David Forbes house.
- Ballaby Inn will be used as base camp.
- Better scheduling for this year taking into account experience from last year. 3 trophies offered: Saturday, Sunday, and overall to encourage participation.
- Frequently updated promotions requested for Provinz publishing to increase interest in event.
- Goal for 2012, upwards of 40 cars.
- Martin moved to allow Walter to sign contracts for event. Horst seconded.

**David Forbes**

**Fun Runs & Rally Update**

Five Fun Runs confirmed two more in the planning stages. Target of eight total events this year. Muskoka Spring Fun Run great reception, many respondents thus far. Both a Spring and Fall Rally in planning stages with confirmed dates. Many of the up coming Fun Runs hosted by prior year's supporters.

**David Forbes/Del Bruce**

**Charity Run**

- Due to the difficulties of working with Sick Kids, we are considering alternative charities.
- Suggestion made to make collections for a Charity and submit a check.
- Deadline for end of March, if no charity is chosen, one will be chosen for donation instead.

**Mario Marrello**

**Autocross Update**

- Dates set: June 24, Aug. 12 Sept. 16, and Oct. 28.
- Location remains at Toronto Star.
- Insurance certificate secured.
- Replacement of timing box needed, Mario to look into charges.

**Isabel Starck**

**Socials**

- Sweetheart Social @ Mimico on Feb. 14th, speaker Laurance Yap.
- Leprechaun Social @ Mimico on March 13th, speaker Ron Fellows.
- Will visit new location proposed by club member Barry Wiseman in Aurora. ➤



**Isabel Starck**  
**Braidan Open House**  
• Isabel to arrange Braidan Social, with Tim chosen as the BoD representative.  
• Tentative Date: April 21, 2012.

**Otto Mittelstaedt**  
**Web update**  
• Calendar updated online.  
• For forums and classified ads, instead of using your name as the author, the username will be used instead.

**Mike Bryan**  
**Open House Plan**  
• Date and location to be determined.

**Communications Fundamentals**  
• Review of meeting notes on January 15, 2012.  
• Open discussion ensued regarding: The purpose of Communications, defining the target audience, what must be communicated to the membership, and what is considered effective communication.  
• Transition of Kye's Provinz responsibilities to replacement  
• Publishers initiated talks about the roles and responsibilities of the magazine.

**All**  
**PCA Awards**  
• Mario and Martin will complete the applications for the PCA Awards.

**Isabel Starck**  
**Planning Calendar Review**  
• Members asked to forward any updates for proper record keeping.

**All**  
**Board and Chair Role Descriptions Update**  
• Submissions to be forwarded to Mario and Isabel.

**Mario Marrello**  
**Any Other Business**  
• Review of Advertising flyer: wine tasting.  
• John Adam reminded BoD that a PA system is available.

**Meeting adjourned at 21:00** 🌟

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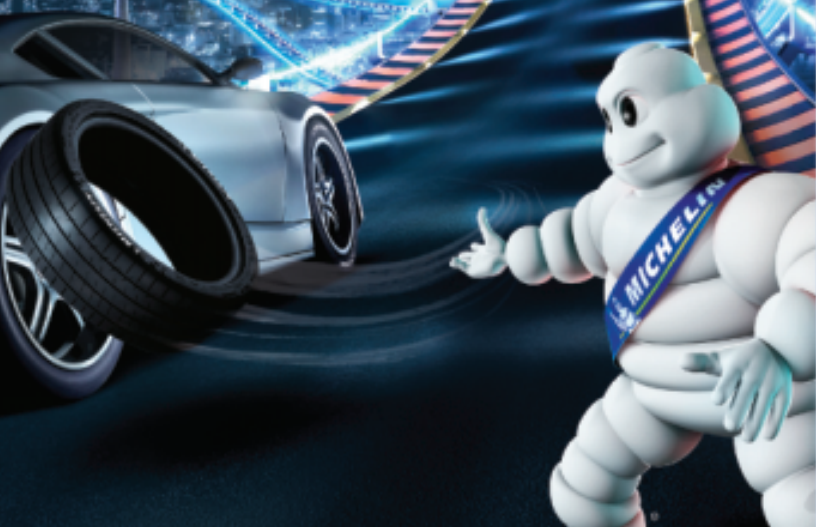


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- Join us for our Spring Open House on April 21, 2012, 12:00 to 3:00 p.m. Pasta Bar with Refreshments served. Tire Tech Session on tire setups for track and street use.
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