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



August 2012

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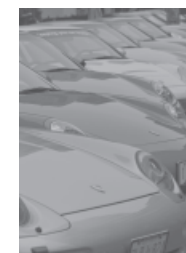
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**Cover photo:** Part of this year's colourful line-up of nearly 50 Porsches at the Yorkville Exotic Car Show; Photograph by Henry Lin



# PRESIDENT'S MESSAGE



**Mario Marrello**  
UCR President

Was June a great month or what? I spoke to more than a few members who expressed appreciation for the number of UCR events we have to choose from. Almost every weekend there has been something UCR related. This is fantastic feedback for the club and for all the volunteers who work hard to pull these events together. I am even more encouraged to see so many new members showing up at our socials and other events.

Speaking of socials, Downtown Porsche hosted the June social on June 19th. Participation was impressive and we all got to hear from Bob Seitz and Ilker Starck about the GT3 Cup Challenge as well as see Ilker's GT3 Cup car up close.

Pfaff Porsche in Woodbridge hosted the July social, again with a tremendous turnout. Seems the summer socials at the two dealerships continue to be a big hit with our membership.

Thank you both, Downtown Porsche and Pfaff Porsche, for hosting these two events for UCR.

For the August social, we will be returning to the Port Credit Yacht Club (PCYC), a location that will bring back memories for many of our veteran members. Our friends from the BMW Trillium Club will be joining us as well. Jim Kenzie and a panel of journalists will be on hand to speak to us. Isabel Starck always does a great job pulling these socials together. Thank you Isabel!

On June 23rd, Sajjad Butt hosted the Spring Rally. This is an incredible event and everyone who attends has nothing but good things to say about it. Sajjad puts a lot of work into planning these events and they can certainly support more participation. The next rally is scheduled for October 6.

Unfortunately, with so much going on, we had one unavoidable conflict. As the Concours was rain delayed from June 3, it ended up on June 24. Well, wasn't that also the first autocross event. I apologize for the inconvenience this may have caused. Anyway, there is one Concours event per year and four autocrosses and I'm sure everyone who was conflicted made the right choice (i.e. the Concours!).

Regardless of the conflict, both the autocross and the Concours were very successful events. I wasn't at the Concours, as I am also the Auto Cross organizer, but I heard it went very well and everyone really liked the return to the Appleby College location. Thanks to event chair, Chris Ralphs and his team for a great event.

The autocross didn't suffer, however; twenty cars came out. These events are starting to become a regular must-do for many participants. As I said earlier, for those of you that had to miss the Autocross for the Concours, no worries, the next Autocross is August 12, and that's coming up quickly.

The Mosport Can Am Weekend took place on July 6, 7 and 8 at Canadian Tire Motorsport Park (Mosport to you and me). Both, my son Paul and I, were there as volunteers. Paul and I were "grid nasties". This is an important role in a race weekend, as the grid nasties are on hand to ensure the cars are aligned in the order they qualified, but more importantly, have complied with the basic safety measures. We're called "nasties" but, in fact, the drivers really do appreciate the last minute checks. If you haven't had the privilege of helping out at a club race, you owe it to yourself to try it out next year, as there is no better way to watch a race and be part of the action. Mike Edmonds lead a really great event this year. Thank you, Mike!

A number of late breaking news items: Botho von Bose reports from the PCA Parade in Salt Lake City that both our Provinz and our UCR web site placed 2nd in their respective national competitions. My sincerest congratulations go out to Kye Wankum and the Provinz team, and to Otto Mittelstaedt for all their hard work and a job very well done. UCR also won the absolute membership growth trophy. This is fantastic, as I can now say thank you to all of our membership for this great achievement!

Keep well and stay safe,

Mario Marrello  
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 Aurora (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 at Appleby College, Oakville  
9-10 Sat-Sun UCR Driver Education at Mosport  
12 Tues No UCR Social Meeting (postponed until the following Tuesday)  
15-17 Fri-Sun Zone 1 - 48 Hours  
16 Sat Fun Run to Polo For Heart (see Fun Run Calendar on page 53)  
17 Sunday Yorkville Exotic Car Show on Bloor Street West, Toronto  
17 Sunday Fun Run to Ancaster and Surrounds  
19 Tues UCR Social Meeting at Downtown Porsche, Toronto  
23 Sat Summer Rally (see Fun Run Calendar on page 53)

24 Sun UCR Autocross, Toronto Star Facility, Woodbridge

### 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  
8-14 Sun-Sat PCA Parade in Salt Lake City, Utah  
10 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
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  
26 Sun Collingwood Fun Run (see Fun Run Calendar on page 53)

### SEPTEMBER

8-9 Sat-Sun Targa Muskoka (see article within)  
11 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
15 Sat Fun Run in GTA East with Farm BBQ  
16 Sun UCR Autocross, Toronto Star Facility, Woodbridge  
22 Sat Porsche of London Fun Run, North Shore Lake Erie  
22-23 Sat-Sun UCR Driver Education at Mosport  
29 Sat Muskoka Fall Fun Run (see Fun Run Calendar on page 53)

### OCTOBER

6 Sat Fall Rally (see Fun Run Calendar on page 53)  
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)  
17 Sat Annual UCR Awards Banquet (details to follow)

### 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 I am continuing to enjoy the role. We are regularly hosting numbers of 80+ members per event, with the highest topping 160 members.

I thank those of you who have shared your comments and suggestions to make these monthly events interesting and I encourage your continued feedback, which will allow me to continue to build on our success to date. I look forward to seeing you at the next social and please remember to RSVP to me seven days in advance if you are going to attend. It will help with planning and make our events more successful.

Socials are held on the second Tuesday of each month. Venues vary and will be updated on this page and on the UCR website. Meet and greet fellow members starting at 6:30pm. Dinner is scheduled to begin between 7:00 and 7:30pm followed by the guest speaker.

## Upcoming Events

**Tuesday, August 14, 2012**

**Co-Social with the BMW Trillium Club**  
**Port Credit Yacht Club, 115 Lakefront Promenade,**  
**Mississauga L5E 3G6 905-278-5578 <http://pcyc.net>**  
**Speakers: Auto Journalists Jim Kenzie and Kathy Renwald**

The Port Credit Yacht Club welcomes the UCR Club back in 2012 for our August Social. This year our friends from the BMW Trillium Club will join us for our yearly Co-Social featuring a panel of Auto Journalists including Jim Kenzie and Kathy Renwald, with additional journalists to be added.

Our return to the PCYC in Mississauga is sure to please, as the views are spectacular and the grounds welcoming for both our groups. Dedicated parking just steps away from the entrance and various locations to gather with your Club friends include an outside patio, a separate bar, formal dining room and tent covered greenery overlooking Lake Ontario.

**Tuesday, September 11, 2012**

**Humberview Motorsports, 1650 The Queensway,**  
**Toronto M8Z 1X1 888-327-2498**  
**Speaker: TBA**

Humberview Motorsports plays host to our September Social. They offer many automotive products and services to the Toronto area. They are convinced that anyone looking for a used car in Toronto will likely find what they are looking for at their dealership. They carry a comprehensive line of high end vehicles such as, Ferrari, Lamborghini, Mercedes Benz, Aston Martin, Bentley, and Range Rovers to name a few. Their knowledgeable staff and good selection of models makes them a good choice for a Toronto luxury used car dealer.

## Past Events: June Social

Downtown Fine Cars happily hosted our June Social at their Downtown Porsche location. On display was their Downtown Porsche sponsored Platinum Class GT3 Cup race car and driver, Ilker Starck, along with Bob Seitz, Silver Class GT3 Cup race car driver, both participating in the GT3 Cup Challenge Canada. Each driver gave a short speech of their participation in the Cup Series, as it's affectionately called. Later in the evening the classic DFC Porsche Trivia questions began with winners taking home various prizes donated by DFC. On behalf of our club, we thank DFC for their continuous support.

Continued with photos on page 40>

# NEW MEMBERS

WELCOME!

| Name                          | Location    | Model           | Thanks To        |
|-------------------------------|-------------|-----------------|------------------|
| Pamak Azizi                   | Toronto     | 09-911 C4S      | Downtown Porsche |
| Sundee Bagga                  | Toronto     | 12-911          | Downtown Porsche |
| Jonathan & Stephen Brooks     | Sharon      | 86-911          |                  |
| Shayne Brooks                 | North Bay   | 95-993          |                  |
| Dave Cameron                  | Mississauga | 66-911          | Mantis Racing    |
| Andrew Christodoulo           | Toronto     | 84-911          |                  |
| Brent Coles & Kathleen Rawson | Newmarket   | 95-911          |                  |
| Gunter Deess                  | Grimsby     | 02-911 C4       |                  |
| Rob Douglas                   | Toronto     | 12-911          | Downtown Porsche |
| Michael Fobert                | Coboconk    | 06-911 C4S      |                  |
| Edward Gervais                | Hamilton    | 80-911          |                  |
| Peter Goloubef                | Oakville    | 12-Cayenne      | Downtown Porsche |
| Sidney Greenberg              | Toronto     | 13-Panamera GTS | Downtown Porsche |
| David Harris                  | Port Perry  | 08-Cayenne S    | Downtown Porsche |
| Adam Henderson                | Burlington  | 85-928          |                  |
| Warren Hill                   | Oakville    | 08-911          | Mantis Racing    |
| Richard Hosein                | Woodbridge  | 10-Panamera 4S  |                  |
| Farooq Hussain                | Mississauga | 12-Cayenne      | Downtown Porsche |
| Roger Jaipangas               | Mississauga | 12-911S         | Downtown Porsche |
| Tanya Jivov                   | Toronto     | 10-Panamera     | Alecia Charny    |
| Scott Kay                     | Toronto     | 08-Cayenne      | Downtown Porsche |
| Timothy Leeder                | Toronto     | 90-911 C4       |                  |
| Mark Levine                   | Hamilton    | 86-928          | Stephen Lax      |
| Chi Cheng Li                  | Toronto     | 12-911 C2S      | Downtown Porsche |
| Perry Lo                      | Markham     | 12-Cayenne      | Downtown Porsche |
| Fangxian Lui                  | North York  | 12-Cayenne      | Downtown Porsche |
| Mohamed Makkaoui              | North York  | 12-Cayman       | Downtown Porsche |

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

Continued on page 60

# ANNIVERSARIES CONGRATS!

**25 YEARS**

Geoff & Ginny Peck  
Michael Smith

David Miller  
Keith & Shawn Powell  
Jeffrey Wagman  
Wayne Gilbank

**5 YEARS**

Sandra Carnell  
Peter Chiu  
Rod Crichton  
Jay Hackney  
Christopher Haluskay  
James White  
Fraser Wilson

**15 YEARS**

John Beelen  
Johan Carnell  
Jasper Man  
Karl & Kathrin Menge

**10 YEARS**

Richard & Lee Alt  
Jerry & James Baumer  
Henry & Debbie Goslett  
John Rogers  
Ian & Beverly Scott



To change your address or enjoy no-hassle renewal, email or call Angie or Mark Herring at (905) 854-3332 or [ucrmembers@explornet.com](mailto:ucrmembers@explornet.com)



# EDITOR'S RAMBLINGS



**Kye Wankum**  
Editor

Writing this, I have just come back from Mosport, where we had the opportunity to see fantastic international competition in the annual American Le Mans Series race plus, of course, the Porsche GT3 Cup races of the Canadian and the U.S. series, in what is heralded as Canada's Premier Sports Car Racing weekend. More on this in next month's issue but, I have to tell you now, there was some pretty exciting stuff going on, including that brought on by our very own club members. If you didn't join in on the Porscheplatz deal, you did miss out.

This month, we are featuring one of the stand-outs of our more recent local events, the Yorkville Exotic Car Show (YES), which barely managed to dodge the inclement weather we've had this summer and turned out to be yet another huge success. The UCR Concours team was not as lucky and, as the event had to be postponed, you will find the report on the Concours in next month's issue. UCR was once again one of the host car clubs at YES and, with a great number of our cars and many UCR volunteers present, managed to make a great impact. We have to congratulate our member Phil Downe, ex-Provinz publisher, for bringing this fantastic event to the city of Toronto.

Last month, you received another PCA-UCR membership recruitment postcard, graciously sponsored by Porsche Cars Canada. Please be sure to make good use of it by handing it off to someone you think may not yet be a member. UCR is the fastest growing region in North America and was recently honored at the annual national PCA Porsche Parade for winning the contest for absolute membership growth in 2011. Please help keep that

momentum going by making use of those cards, which Phil Downe introduced during his tenure as Provinz publisher a couple of years ago. Congratulations go to Angie and Mark Herring, long-time UCR Membership chairs; Ken Jensen, Membership Retention Chair; and Mike Bryan, UCR Director, for helping to make this incredible growth possible.

Also honored at this year's Parade, were the UCR website for coming second in the national website contest, as well as Provinz for finishing second in the newsletter category - in all of North America, with PCA's 139 regions. We congratulate Otto Mittelstaedt, UCR webmaster, and I have to humbly thank all of you who have helped me put Provinz together each and every month; my associate editors, Emily Atkins and Garth Stiebel; our publisher, Richard Shepard; our photo editor, Eshel Zweig; our tech editor, George O'Neill; our advertising administrators, Sheri and Neil Whitlock; plus all of you of the membership who contribute photos and articles. It's a team and a club effort!

Also in this issue, you will find the report on UCR's firsts of the season: the UCR Rally, and the UCR Autocross.

Yet another first, and also a huge event and success, was the Porsche-Abilities Track Day - it simply defies words, please see the pictures within.

Enjoy the hot summer! ☼

## THE WAY WE WERE...

### 30 Years Ago

Editor Bruce Farrow's cover celebrated Porsche's success at Le Mans. President Hucker reported an average of 15 to 20 cars registering per event, with 27 reported at the Concours d'Elegance. Registration for the autocross and the rally was five dollars. YTD revenue of \$2,442 was \$520 less than expenses and a \$30 annual membership supplement was in the works.

### 25 Years Ago

Parade in Dallas resulted in three trophies. At Watkins Glen we celebrated anniversaries of Central New York and Niagara Regions. Track events were at Shannonville at \$55/day. Membership topped 300, adding about 15 per month. "Old" Phil White was a Shannonville track novice. Five women appear in the "track rats" photo. NNJR was at Mosport with 75 drivers, 13 from UCR. Pfaff Concours photos included Rosemary Adam with Scott Goodyear and Scott Maxwell. There was a wonderful buffet set up in the Newmarket showroom. Downtown Fine Cars sponsored a rally with celebrities in the cars as navigators. Ian and Bernice Blackstone hosted the 356er's picnic on their Burlington lawn.

### 20 Years Ago

Scott Goodyear graced editor David Gaunt's cover. That was the year of the photo finish Indy race. Old Phil White wrote about the Indy Race that Goodyear almost won. UCR won the (inter)national membership contest at San Diego Parade. Ernie Jakubowski was ordained as a new DE instructor. Crawford Reid's DE events were held at both Shannonville and Mosport. Advance registration was up to \$85 a day. Howard Dexter was Chief Instructor. Bruce Farrow wrote "Classic Porsches" and I always liked his very informative column. David & Betty Pateman hosted their eighth 914 day. Ben Ciantar joined as technical editor and wrote about the four-cycles: "suck, squeeze, bang and blow". J. Craig Freeman, a York Region detective, wrote about preventing car theft. Club Racing was just getting started, with a race at Lime Rock in September. Dr. Peter Shaw told us about the visual demands required to stay on track. Porsche did a 100km 968 test run. There was to be a 24-hour enduro at Mosport with Jeff Purner, Ludwig Heimrath and Richard Spenard driving a 911 Turbo.

Contributed by John Adam, UCR Historian ☼

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# DRIVER ED



## UCR Driver Ed Dates for 2012

### Introductory Driving School

Saturday April 14th, Mosport Training Facility  
Saturday April 28th, Mosport Training Facility  
Loads of Porsche Fun with Lunch Provided.  
Slip and Slide in complete Safety!

### 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!  
Check the UCR website at [www.pcaucr.org](http://www.pcaucr.org)

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)

## 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)



## Zone 1 Dates & Notes

August 25-26, 2012  
Zone 1 Autocross  
Devens Ayer, MA

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

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

## FIRST ANNUAL PORSCHE SHOW AND SWAP MEET FOR PORSCHE ENTHUSIASTS

Sponsored by Whale Tail and  
Restoration Design

September 29, 2012 at the  
Whale Tail remises at 1026 Benjamin Road,  
Waterloo, ON N2J 3Z4

Time: All Day, with set-up time  
of 7:00 AM.

Informal Car Show, Swap Meet  
and Barbeque.

Bring your used parts to sell or barter or just  
come to shop.

If you are a business, please register by calling  
1-800-770-6945 or 519-836-3555.

Please be wary of the speed limit on Benjamin Road.  
Call for more information or with special needs.

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## PCA/UCR 2012 NOMINATING COMMITTEE SEEKING RECOMMENDATIONS

The Club's Nominating Committee nominates candidates for election to the elected offices of the Club and conducts the annual elections. The elected offices are President, Vice President, Secretary, Treasurer and six Directors. The Club's Board of Directors comprises the ten elected officers, the most immediate past President who is available, the Editor of Provinz and the Club's Webmaster.

If you are interested in being nominated by the 2012 Nominating Committee for election this year, or wish to recommend another member for nomination, please advise the Chair, Martin Tekela at the following email address:

[mtekela@rogers.com](mailto:mtekela@rogers.com).

You can also contact any other members of the 2012 committee, namely Mario Marrello, Horst Petermann,  
Kelly Stapleton or Kathleen Wong.



# Rally at the Forks

## UCR'S FIRST RALLY OF THE YEAR



By Sajjad Butt; photos by Sadia Butt

On Saturday, June 23rd, we held our first rally of the year. It was a gorgeous day for participants to enjoy their Porsches and take in the beautiful scenery around the Forks of The Credit. We had 19 entrants, and nine cars showed up to enjoy the day. Drivers and navigators gathered at Midway Restaurant at 9am for registration, coffee and donuts. After the drivers' briefing at 9:30, the Porsches made their way to the starting line. Even though this is not a speed based race, the roaring engines certainly conveyed the excitement of the day to come. Car #1, driven by David Black and Kevin Arnsdorf started the rally. They had a rough trip following route instructions and despite their trouble managed to enjoy the scenery and finish the rally.

The very first control decided the winning team. David Stewart and Mike Arthurs, in car #10 lost two points at control one, while car #5 of Ron Woodward and Jennifer Priestner lost four points. For the next eight controls, they both lost identical points. Sean

and Sue Murphy, in car #2, had a steady drive, finishing 3rd. Consolation trophies went to Mark Solmon and Gulzar Butt in car #11, finishing 4th, and car #6 with Vince and Gianni Berrardo, finishing 5th.



The entire Butt family helps out at the UCR Rally events

Prizes were given to all, with t-shirts given to remaining finishers. Car #7 with Dave Smith and Jane Russo finished 6th; followed by Cairns Montgomerie and Lilly Boucher, who had a good run overall, except for two controls where they lost most of their points. Tim and Theresa Cusimano drove determinedly, never giving up, to finish in 8th place.

The rally finished at Riverstone Golf Club House. Thanks to Danielle French for posting reception signs for the UCR rally inside and outside the club; thanks to all the checkpoint volunteers, Mike and Sal Bertin, Karen Diplock, Passant Al-Sheikh, Mu-Xing Huang, Stewart Boland, Murtaza Naser and Gord Brik. Many thanks to family volunteers Sadia, Sabir and grandkids, Halah, Hiba and Mustafa. This could not have been done without them. 🌟



UCR Rally Master, Sajjad Butt takes great care in planning our rally destinations and routes

| Driver/ Navigator                | #  | 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | Points Lost | Rank |
|----------------------------------|----|----|----|----|----|----|----|----|----|----|-------------|------|
| Dave Stewart/Mike Arthurs        | 10 | 2  | 1  | 0  | 0  | 0  | 0  | 1  | 3  | 5  | 12          | 1st  |
| Ron Woodward/Jennifer Priestner  | 5  | 4  | 1  | 0  | 0  | 0  | 0  | 1  | 3  | 5  | 14          | 2nd  |
| Sean Murphy/Sue Murphy           | 2  | 9  | 2  | 3  | 5  | 2  | 3  | 8  | 5  | 7  | 44          | 3rd  |
| Mark Solomon/Gulzar Butt         | 11 | 6  | 0  | 4  | 6  | 2  | 6  | 1  | 17 | 6  | 48          | 4th  |
| Vince Berrardo/Gianni Berrardo   | 6  | 4  | 3  | 3  | 5  | 1  | 3  | 12 | 6  | 24 | 61          | 5th  |
| Dave Smith/Jane Russo            | 7  | 4  | 1  | 0  | 6  | 4  | 1  | 11 | 34 | 6  | 67          | 6th  |
| Cairns Montgomerie/Lilly Boucher | 4  | 7  | 2  | 3  | 11 | 1  | 4  | 28 | 5  | 50 | 111         | 7th  |
| Tim Cusimano/Theresa Cusimano    | 3  | 41 | 13 | 4  | 3  | 2  | 0  | 50 | 50 | -  | 163         | 8th  |
| David Black/Kevin Arnsdorf       | 1  | 50 | 23 | 50 | 50 | 50 | 50 | 50 | 50 | -  | 373         | 9th  |



UCR Rally master, Sajjad Butt on the left, with happy participants and event trophies

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# 2012 Autocross Season Update

By Mario Marrello; photos from the September 2011 UCR Autocross event as credited

The first Autocross event of the 2012 season was held on June 24 at the Toronto Star, and by all accounts and feedback, it was a great success. The weather was spectacular—it started sunny with some cloud and by early afternoon the clouds took over; however, any precipitation that came down quickly dried up. Autocross is better in the rain, but in this case, there wasn't enough to change the driving conditions.

I would like to again thank the Toronto Star for providing us access to this facility. They have been more than happy to give us access to their facility for several years now and even make the extra effort to move trailers to the side so we have a clear space to run.



Photo by Richard Shepard

On June 24 we had twenty cars and twenty drivers. In the past, each event had a high number of new members or first time participants; this year, I'm seeing many more repeat participants. Of course, the number of registrants has also gone up! It looks like there is demand to have an earlier event which I will definitely consider for next year.

I open at 9:30am allowing everyone enough time to sign all waivers before the drivers' meeting at 10am. It's critical to the success of the day that everyone attends the drivers' meeting. Unfortunately, latecomers cannot be allowed to run if they haven't registered or attended the meeting. This is to ensure the safety of the drivers, their cars and all participants.

As part of the drivers' meeting, I also engage everyone in a course

walk. It's always good to hear everyone's thoughts on the course layout before they drive it. Walking it provides everyone with the opportunity to express any concerns or make suggestions on improving the course.

The next three events are on the following Sundays:

- August 12
- September 16
- October 21

All events are held at the Toronto Star facility located in Woodbridge and bounded by highways 400 and 407. The facility is located off Weston Road, just south of the 407 exit. The UCR Autocross event runs rain or shine. In fact, it's even more fun and educational 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.

I'm looking forward to meeting you in August! 🏁



Photo by Michael A. Coates

## What I learned at Autocross

By Emily Atkins

With thanks to Darren and Andy deRoos for their generous instruction and exhilarating rides. And to Mario Marelo for a great course and smoothly running day.

- Aggression is essential. (A polite way of saying "grow a pair").
- No coasting—be on the gas or brake, never hover in between.
- Don't waste any distance; extra distance = extra time.
- Keep your eyes up and look where you are going, even if it means looking over your shoulder through the side windows.
- Smooth is fast, but not absolutely the fastest. You have to get the perfect balance between smooth and aggressive.
- 911s DO have a pendulum effect, and it can get away from you.
- Farming is dirty work, stay in control and on the track.
- When in doubt, try the downshift—it might get you out of the corner quicker when your revs have dropped.



Photo by Michael A. Coates



Photo by Michael A. Coates

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# A track day to remember!

**Porsche-Abilities day a huge success for families and volunteers alike**

Porsche-Abilities Family Fun Day was a heartfelt success. On Friday June 8th, 200 participants, 40 volunteers and 50 UCR members converged on the Canadian Tire Motorsport Park (CTMP) track to enjoy a fun-filled day under clear skies.

Approximately 75 families came from all across Durham, as far as Brantford, Peterborough and Kingston. Volunteers came from Barrie, Toronto, and Durham region. Everyone arrived on time - between 6:00 and 8:00am - and with David Forbes's energetic registration process, were ready to roll by 9:00am. Jan Heeney, Master of Ceremonies, welcomed everyone and excitedly gave the drivers their cue: "Drivers Start Your Engines!"

Three ride groups, yellow, blue and green, were set-up track side with approximately 30 riders per group. Two heats of 90 riders each were formed in order to provide an anticipated 180 rides. The groupings allowed UCR members and volunteers to offer support commensurate with a participant's needs. The yellow group was stationed on the south-east end of pit lane where there are no barriers to climb over. Individuals with medical (e.g. cancer survivors), motor or physical needs (e.g. cerebral palsy), as well as young children requiring booster seats were included in this group.

Drivers from the black run group staffed the track, while UCR driver education instructors provided rides in their Porsches. Individuals of all ages with medical, cognitive and physical needs, as well as, their family members, were treated to rides - four laps each around the track.

Due to the impeccable planning and execution by Del Bruce and the track team, over 400 rides were actually provided. Everyone who had hoped to have a ride got one. Anyone who wanted another ride, got one, or two or three or more. Joseph, age 12, was our overall ride champion - he racked up seven rides around the track - each with a different driver and car. Joseph wants "more, please!" ➤

By Jill Clements-Baartman;  
photos by the author and Steve Revoy and Mike Scoffield





Steve Revoyn donated his Cayenne S to enable individuals requiring greater seated supports to feel comfortable. Children with separation anxiety and/or behavioural challenges were able to ride with their family members and develop their confidence. Mike, age seven, has selective mutism, severe allergies and anxiety. Initially, he had to be coaxed to sit in the back seat accompanied only by his father in the Cayenne. As they got under way, Paul Cipparone started chatting up a storm. Eventually, with patience and persistence, and a few more rides, Mike was able to ride in the front seat next to Paul. John, Mike's dad, had tears of joy and gratitude when he lovingly recounted his son's successes of the day.

In contrast, a chatty Mustang-Melanie describes herself as having mild Autism. She has had the pleasure of riding in Mustangs, Lamborghinis, and Ferraris, to name a few. Porsche-Abilities offered Mustang-Melanie her first ride in a Porsche. Melanie loves fast cars and can tell you just about everything about any make, model or year. She has requested that she be invited to be the Master of Ceremonies next year, and maybe even to have a ride or two.

Melanie and her father, Joe, met a lot of other families at Porsche-Abilities Family Fun Day. New friendships were formed amongst participants, as well as between participants and UCR members. Volunteers and participants were touched by each other's life stories. Some of those stories included:



Alex, who is 15 and is overcoming many of the challenges associated with growing up with an Autistic Spectrum Disorder. He was non-verbal to the age of 5 and has just successfully completed his first year of High School with no supports. Alex's 18 year old brother, Samuel, is a leukemia survivor. Alex helped with the set-up and clean-up work details to earn hours towards his community service hours.

Laughlin is 10. He has severe Autism Spectrum Disorder and visual impairments in both eyes. He and his family drove from Milton, after his trial stay at the school for the blind to ensure that Laughlin could enjoy his ride around CTMP. Laughlin loves to ride in cars. He was in heaven with all of the cars and rides at Porsche-Abilities.

Many of the young women (and men) were fascinated by the fact that Sheri and Hazel were not only driving but instructors as well. Seeing women on the track was inspiring. Riders enjoyed comparing notes - this one goes fast on the back stretch; that one is great in the corners; you gotta see the inside of that car; he's really funny, and more.



Peter finished his most recent round of cancer therapy the day before Porsche-Abilities. His friend, Doug, with the help of Peter's wife, was able to get Peter to the track without him knowing why. Upon arriving, Doug surprised Peter with the news that Peter would be riding in Porsche at CTMP. Peter was speechless. Doug shared that this was the best medicine for Peter, ever.

Trackside, Walter Murray capitalized on every opportunity to get every rider possible out on the track. Over lunch and during breaks, he also encouraged participants to sit behind the steering wheel of his parked Porsche. Other UCR members posed for pictures, shared Porsche facts and kidded around. The UCR club contributed more than the use of the CTMP track for the morning, a gigantic tent for off track activities and seating, and lunch prepared fresh by Janet Brandt and her restaurant staff. We created a world where dreams come true. UCR members did more than simply donated their time, vehicles, and expertise. We created friendships.

After lunch, Stephen Newton graciously thanked all of the drivers, track team members, volunteers and chefs during his lively and humorous closing remarks. Participants stayed until about 3:00pm while red and black run drivers partook in an advanced drivers training session. Off-track family activities included painting and decorating wooden race cars, decorating tote bags, listening to music, thematic play stations, co-operative sporting activities, face painting and temporary tattoos.

Over the remainder of the driver's education weekend, Paul Cipparone frequently had tears in his eyes as he recounted the stories of his riders and their riding adventures. Paul was greatly touched by one of the little girls who gave him a kiss on the cheek after her ride. "Crusty" Ron Bell was tickled pink when sharing his story about Noah. Ron asked Noah if he could go a bit faster. Noah agreed quietly.



When Ron checked with him to see how he was doing, Noah told him, "My tooth is wiggly". The world is all relative to a five year old, especially when riding with a Crusty dentist. These stories and quotes were captured on star-shaped coasters tucked into the "Thank You Mugs" presented to each of the UCR volunteers on Sunday, June 10th. All volunteers were deeply moved by the life stories of the participants that they met.

Porsche-Abilities Family Fun Day came to fruition because of UCR's foresight and generosity. Families were completely awestruck by the generosity, kindness and enthusiasm of our UCR members. Families felt welcomed, accepted and embraced. This is a very rare and special gift for families and individuals with special needs. So often barriers from the physical environment to human perceptions leave out these families and break their hearts. UCR members created a Family Fun Day which enveloped each participant with their genuine P-passion.

Scott Bremner, Rogers TV, wrapped up his video graphic segment, which aired 22 times the following week, with this insight, "[On the track] everything goes by so fast, but with such clarity!"

The heartfelt success of Porsche-Abilities Family Fun Day is crystal clear in each and every smile. ☺

[More photos >](#)

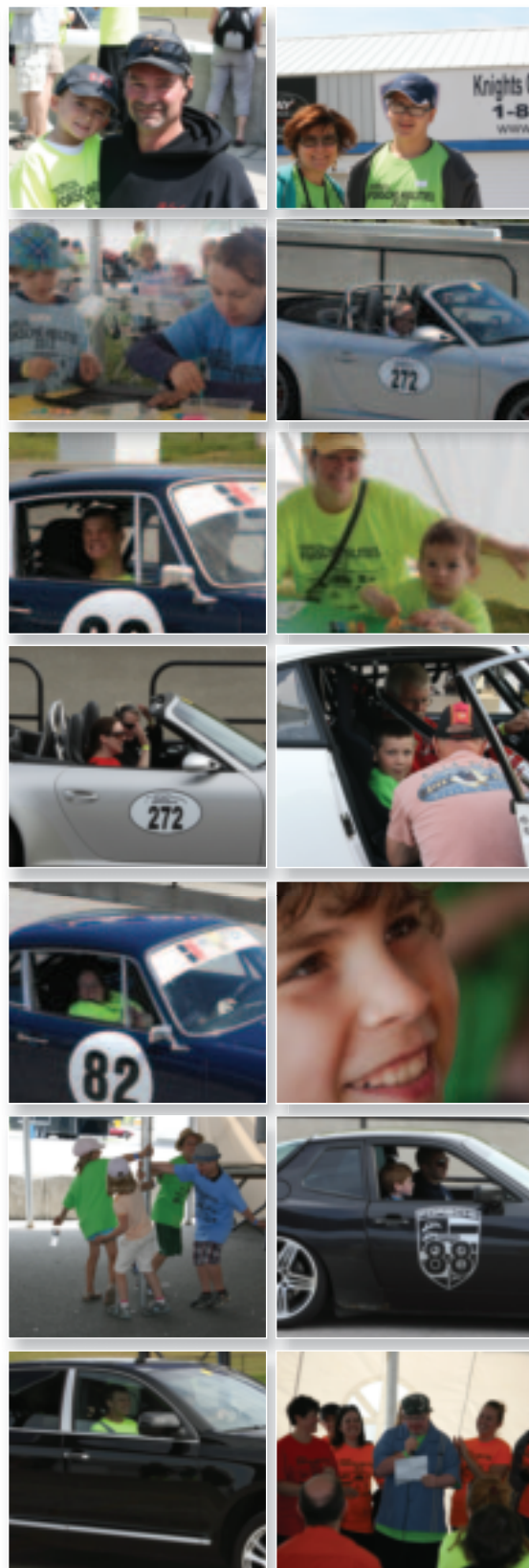






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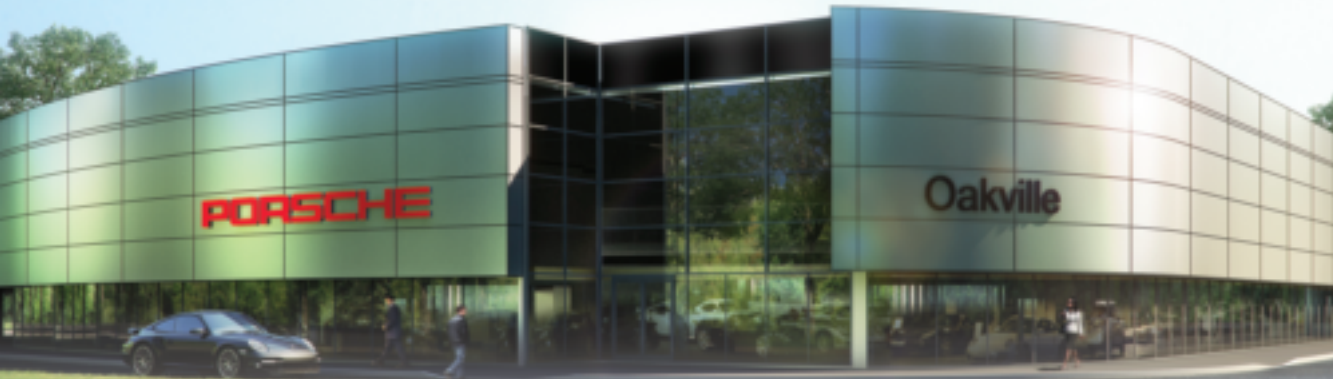


The provision of a colour-coded t-shirt to each participant, and the off-track activities were supported by donations from the Durham Down Syndrome Association; Marie-Lynn and Steve of Curry Equestrian Centre; Myles Brandt of Canadian Tire Motorsport Park; Ontario Power Generation Pickering, Power Workers Union Sector 1; Melissa & Doug Wooden Toys; Play & Learn Parent/Teacher Store; Dragon Ink Tattoo; Tri-M Machine Works; Flight School Clothing; West Shore Bar and Grill; Kiya Development; Riverdale Kiwanis; NEBS Fun World; Aline Revoy; Dana Schilling; Metro; SAIL; Canadian Tire; iFLY; Random Moments Photography; Talking Language and Communication (TLC) Inc; and Intensive TLC Inc.





# PORSCHE OFFICIALLY BREAKS GROUND IN OAKVILLE



**P**orsche Centre Oakville officially broke ground today on a new world-class Porsche dealership in Oakville, Ontario that will service the western end of the Greater Toronto Area including Oakville, Burlington, Hamilton and surrounding area.

The ceremony included remarks from the dealership General Manager, Mr. Francesco Policaro, Mayor Rob Burton, Mr. Robert Arnone of R.H. Carter Architects and the CEO of Porsche Cars Canada, Mr. Joe Lawrence.

Located on the south side of the QEW between Bronte Road and 3rd Line, the dealership is scheduled to open its doors in early 2013 and will be the 15th Porsche Centre to open its doors in Canada and the most technologically advanced facility in North America.

"Porsche is an iconic brand and at its heart, an engineering company producing fascination sports cars," said Francesco Policaro, General Manager for Porsche Centre Oakville. "We have designed this Porsche Centre to embody the characteristics of the brand and company respectively. In every detail we are looking to provide a fascinating experience; from the facility to the interaction with the customer".

The facility itself will be just under 5,000 square meters – boasting a 22 vehicle showroom, 18 vehicle indoor parking, Porsche After Sales Service Centre including Porsche Classic Service, Porsche Club Lounge which will include a full gourmet professional kitchen, Porsche Café, Porsche Driver's Selection Boutique, Porsche Kid's Play area, GT3 Cup driving simulator, and a convenient indoor After Sales Reception Area.



"We are thrilled to be breaking ground, officially bringing the Porsche brand to Oakville", said Joe Lawrence, President and CEO for Porsche Cars Canada. "This is a competitive landscape and the Policaro Family are committed to bringing a superior level of service and attention to detail to Porsche owners in this market".

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## ABOUT PORSCHE CARS CANADA:

In August 2008, Porsche Cars Canada Limited (PCL), previously operating with the United States as Porsche Cars North America, became a fully-independent subsidiary. It now has complete market and financial accountability as an independent importer and reports directly to Porsche headquarters in Stuttgart, Germany.

PCL employs 18 people, who provide Porsche vehicles, parts, service, marketing and training for its 14 Canadian Porsche Centres. Its headquarters are located in Mississauga, Ontario. 🇨🇦



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# THIRD TIME'S A CHARM

YORKVILLE'S EXOTIC CAR SHOW  
SAILS THROUGH THE STORM >

*By Phil Downe, Founder, Yorkville Exotic Car Show  
and UCR Member; photos as credited*





The two iconic cars that were the inspiration for the YES logo: Porsche Carrera GT and Ferrari Enzo; Photo by Karen Powell

The first signs of potential disaster started at 8am from London and Kitchener. A wide band of thunderstorms and heavy rain had stranded two registered participants and they called to say they were turning back and wouldn't make it to the 3rd annual Yorkville Exotic Car Show. The storm was heading straight for Toronto and months of planning was about to go down the tubes, or was it?

At that time of the morning, with \$96,000 invested in closing and setting up the "Mink Mile", a section of Bloor Street between Avenue Road and Bay Street, there was no other option. As they say in poker when the odds of you having the winning hand are better than the percentage of your chips heading into the pot, we were "pot-committed".

A \$10,000 buffet was being prepared in the Paddock Club, metal barriers lined both sidewalks, 1,235 feet of red carpet had been laid down the middle of the street, over 700 stanchions and 1,000 feet of velvet rope were in place and six paid-duty police officers along with twenty-two professional FEDSEC security guards were being briefed on their duties for the afternoon.

I've got to hand it to the participants this year. Out of 160 display vehicle registrations, I could count the cancellations on one hand. Then, as if reward for their indifference, the storm divided like the biblical Red Sea and passed by to the north and south with hardly a drop falling on Bloor Street.

At 10:15 cars started rolling into position, moving from pre-staging areas to their assigned positions on Bloor. Ten car clubs—Porsche, Ferrari, Aston Martin, Bentley, AC Cobra, Corvette, TVR, Mercedes, MG and Lamborghini all rolled in from four entry points in choreographed time slots staggered over a 75-minute period. Everyone was in place by 11:30.

The show was due to start at noon, but advertising with Global TV and the National Post along with 150 TTC posters and 85,000 flyers in the Toronto Sun brought the crowds in earlier than expected. There must have been a few thousand spectators watching and hindering the roll-in—a cautionary lesson for next year to have the security in place two hours earlier.

The rest of the day went like clockwork. Two hundred and sixty drivers, sponsors and guests enjoyed a variety of hors d'oeuvres al fresco in the Paddock Club. Entertainment was provided by local artists David Leask, the Cascabel Duo and the Raz Hilland Trio.

UCR was once again busy with Mike and Pam Bryan, John and Rosemary Adam, Kye Wankum and John Van Atter manning the UCR tent and promoting the benefits of membership in the fastest growing PCA region in all of North America. Porsche was by far the best-represented brand at the show with fifty cars or 30 percent of the total on display.

It's hard to believe we started this only three years ago with two car clubs and sixty cars on Yorkville Avenue and Cumberland Street. ➤



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Photo by Henry Lin

Last year we had four car clubs involved and one hundred cars. The 2012 show had 160 cars, representing 10 car clubs filling Bloor Street between Avenue Road and Bay Street with several more wanting in for next year.

Our charity this year was Prostate Cancer Canada, which I thought was very appropriate beneficiary for a Father's Day event. With the \$30,000 we raised for this worthy cause, it brings our three-year total to \$70,000 and I am very grateful to all our sponsors and volunteers for their help in making this happen.

The Bloor-Yorkville Business Improvement Area (BIA) was our venue sponsor. This local BIA has been our major financial backer and partner from the beginning and our success has not gone unnoticed by the City of Toronto, which has awarded the Yorkville Exotic Car Show the designation of a "Municipal-Important Event". Many thanks go out to Rick Kaczmarek, Marketing Manager and his organization team and Briar de Lange, Executive Director of the Bloor-Yorkville BIA.

Petro Canada's Ultra 94 was the title sponsor this year and their prominent tent with bright yellow banners housed a couple of race simulators. Spectators lined up to compete in head-to-head sprint races with the winner of each heat receiving a \$10 Ultra 94 fuel gift-card.



Photo by Ronan McGrath

Gold sponsors included Porsche Cars Canada, Ltd and OnWall Solutions, both marking their third year with the event. Grand Touring Automobile was back for their second appearance and newcomer, Chaz Yorkville Condominiums joined in for the first time.

Pfaff capitalized on the opportunity to promote their new McLaren Design following the launch of their new store on Bloor Street.

We also set a new record with twenty small business Bronze sponsors and one hundred Entry-Level or individual sponsors. The big advantage with these latter two packages are the complimentary Paddock Club passes and tax receipts for the full amount of the donation, which was only possible because the major sponsors were able to cover all the costs with their contributions.

Finally there are dozens of volunteers whose tireless efforts make everything run smoothly. A special thank-you to UCR members Dickson Ly, (media) David Elsner, (student volunteers) John Van Atter, Kye Wankum, Garth Stiebel and Jeff Wagman. Jim Hyatt and Brad Shaddick did a fantastic job in organizing the Ferrari group and Vika Goodale was once again the perfect hostess for the Paddock Club with her team of Sharon Chadwick and Alecia Charney, who also brought along a few friends to lend a hand. ➤

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Yorkville Exotic Car Show founder, Phil Downe poses with the Ferrari Enzo and the Porsche Carrera GT; photo by Ronan McGrath



Photo by Karen Powell



Photo by Henry Lin



Photo by Ronan McGrath



Photo by Henry Lin



Photo by Ronan McGrath



Photo by Henry Lin



Rick Kaczmarek, Marketing Manager, Bloor-Yorkville BIA and Laurance Yap, Director of Marketing, Porsche Cars Canada are happy to present a \$30,000.00 cheque to Prostate Cancer Canada. Photo by Henry Lin

With the rising popularity of this event, more responsibility is shifting to the various car clubs to organize their participating members. So in addition to the previously mentioned volunteers from the Porsche and Ferrari clubs I'd like to thank Gleyne Beatty, (Aston Martin Owners Club), Harry Peckham, (Bentley Driver's Club), Walter Aalen, (Ontario Cobra Club), Wayne MacDonald, (Corvette lead), Dave Graham, (TVR Car Club North America), Harald von Langsdorff, (Mercedes-Benz Club of America), Jon Rosenthal, (MG Car Club of Ontario) and Andrew Pantelides, (Lamborghini lead). Great job everyone!

So that's a wrap for another year and we'll be back again next year, bigger and better than ever. You can check out our photo and video library for the 2012 Yorkville Exotic Car Show on our official website at [www.YorkvilleExotics.com](http://www.YorkvilleExotics.com). Until then, thank you all once again and be safe out there. 🚗

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- Benjamin Franklin



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It seemed like many more than the estimated 20,000, as droves and droves of young and old came through to admire and photograph the many beautiful cars on display at this year's Yorkville Exotic Car Show; Photograph by Henry Lin



# THE NEW BOXSTER

## A DRIVER'S CAR



Text and photos by  
Eshel Zweig, UCR Photo Editor

We were invited by the marketing team at Pfaff Porsche to attend The Boxster Grand Tour held at Canadian Tire Motorsports Park. The tour is a national drive event organized by Porsche Canada in conjunction with Porsche Dealers across Canada to promote the brand, and the new Boxster.

The event comprised an informative classroom session, followed by a test drive event that offered a chance for potential buyers to experience the performance of the new Boxster under various conditions, at Canadian Tire Motorsport Park's driver development track.

Driving exercises included a braking and avoidance exercise, highlighted by a lead / follow session on track. For the Boxster Grand Tour, Porsche Canada shipped eight new Boxster vehicles across Canada, moving from dealership to dealership. We were fortunate to be under the guidance of experienced instructors and professional drivers, Jonathan Urlin and Kees Nierop. Porsche dealer sales staff and Porsche Canada project managers, Stephan Griesse and Jennifer Cooper presented the new car.

The new Boxster, aka the 981, has grown by 1.3 inches in length, and its wheelbase has been widened by 2.4 inches. Frame rigidity is up by 40 percent, and the centre of gravity is lower by a quarter inch.

Enhanced cornering is quite noticeable over the outgoing model. The larger footprint makes it very easy to drive quickly, and also has vastly improved the driving feel, which is very secure approaching the limits of the new Boxster. Given the weight of just under 3,000 pounds, combined with a very spritely engine and a PDK transmission, this mid-engined Boxster is a very potent track weapon.

The new car is one of the best handling, fun to drive Porsches I have ever driven. Given the feedback at the track by the participants, the new Boxster should keep the sales executives at Pfaff Porsche very, very busy. >

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| 2005 Porsche Boxster S  | stk#U3886 | 52,391km | \$43,000 |
|   |           |          |          |
| 2006 Porsche Boxster S  | stk#U3387 | 75,600km | \$43,000 |
|  |           |          |          |
| 2010 Porsche Boxster S  | stk#U3310 | 17,000km | \$65,000 |
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## Specifications of the Porsche Boxster

### Body:

Two-seater roadster; lightweight aluminium-steel body; doors as well as front and rear luggage compartment lids made of aluminium; all-electric three-segment fabric hood; two-stage driver and passenger airbags; side and head airbags for driver and front passenger; aluminium-steel roll-over protection bar.

### Aerodynamics:

Drag coefficient  $c_d$ : 0.30  
Frontal area  $A$ : 1.98 m<sup>2</sup>  
 $c_d \times A$ : 0.594

### Engine:

Water-cooled flat-six engine; aluminium engine block and cylinder heads; four overhead camshafts, four valves per cylinder; variable valve timing and valve lift (VarioCam Plus) on the inlet side; hydraulic valve play compensation; direct petrol injection; a three-way catalytic converter with two oxygen sensors per cylinder bank; 10.1 litres engine oil; electronic ignition system with static ignition current distribution (six active ignition modules); thermal management for engine and transmission cooling circuit; auto start/stop function.

**Bore:** 89.0 mm

**Stroke:** 72.5 mm

**Displacement:** 2,706 cm<sup>3</sup>

**Compression Ratio:** 12.5:1

**Engine Power:** 195 kW (265 hp) at 6,700 rpm

**Max. Torque:** 280 Nm at 4,500 rpm – 6,500 rpm

**Power Output per Litre:** 72 kW/l (97.9 hp/l)

**Maximum Revs:** 7,800 rpm

**Fuel Type:** Premium Plus

**Electrical System:** 12-volt; three-phase generator 2,100 W; battery capacity 70 Ah, 450 A; vehicle electrical system recuperation



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# A WEEKEND

## WITH THE 991

**Wow, yeah,  
absolutely loved it!**

Report and photos by Kye Wankum,  
Provinz Editor

### 2012 911 CARRERA

Options, as tested:  
Platinum Silver Metallic  
Sport Seats Plus  
PASM Sport Suspension  
Porsche Torque Vectoring (PTV)  
20-Inch Sport Design Wheels  
Porsche Dynamic Light System  
Sport Design Steering Wheel

Just after releasing last month's issue with the review on the 991 by our member, Ronan McGrath, Rick Bye, who looks after the press fleet for Porsche Cars Canada, contacted me to say that I could have a couple of slots of trying out the 991 'Normal' Coupe with 7-speed manual and the 991 'S' Cabriolet with PDK at a scheduled track day at Mosport. I told Rick that I was rather more interested in trying the car out in 'every-day' type of driving to report back to our membership and Rick surprised me by offering up the Coupe for that very weekend – the weekend of the PCA-UCR Club Race at Mosport. I jumped at the opportunity. Not only would I be able to pick up my friend Rudy Bartling on the Saturday to go out and look in on the action at Mosport, but I would then also have the Sunday to go for a nice leisurely drive in the countryside with my wife Toni, plus, of course, a couple of brief stints with my son Zack who is already thoroughly hooked on the Porsche folklore.

Rick lives just down the road, so I went there early on Saturday to pick up the car. It was sitting, ready to go, in the driveway. So, first impressions: the car really does look great. It's curvaceous, it's a little bit muscular and fierce looking, yet it does not have some of that ridiculous steroid-infused over-the-top look that some vehicles possess these days; no, it's still a very distinguished and classy looking vehicle. Size? Well, we've all read that it's bigger in length and width than ever but it really did not appear that way at first sight. I think the curves and the big wheel arches and the 20s help in diminishing the physical stature. Once you get in though, it's a different story. There is a lot of space from the face of the dashboard to the windshield, there is actually some pretty decent room in the rear foot wells, and there is a lot of parcel shelf behind the rear seats. Yes, it's definitely much larger inside now.

To be fair, the last new car I purchased was an '01 996 Cabrio, so I have missed a couple of beats, with the subsequent improvements on the 996, and then the development of six or seven years of the 997. Everything in this car was new but at the same time, strangely familiar. Having owned and driven every generation of the 911 since my first, a 1971 2.2, by the time I got to Rudy's place in Courtice just west of Bowmanville, this new car already fit like a glove.

This car has gadgets and digital read-outs galore but the strangest thing was that my projected range on the fuel level kept going up as I made my way east on the 401. This was fantastic but in no small measure due to the 7-speed gearbox. I found myself cruising at legal speed at 1,800 RPM in seventh gear! A no-points speed, slightly over the limit brought that up to just under 2,000 RPM.

Other first impressions: the side window sills appeared to be very high and, when stopping to pick up coffees on the way, I could not see the curbs in the parking lot, even while sitting straight up. Mind you, I had lowered the extremely comfortable sport seats to the max, as that is how I like to roll. I probably had six inches of headroom left above my six-foot stature. Another: the rearview mirror is somewhat triangulated and affords just enough view to see between the seat-backs and out the rear window. Hey, that window seems much narrower than in the past. Not a problem though, as visibility is great all around - except down around the car... And a big one: the dominant centre console, not experienced in previous generations. This only takes a moment of getting used to and makes the shifter position very accessible and comfortable to use. Long gone is the infamous long shifter stalk. The console also does not tend to encroach on ones personal space at all; maybe because the car is that much wider inside? Ease of use: I found all functions, including the navi and sound package to be very easy to learn and, hey, I'm no techie.

Driving impressions: this particular car was equipped with a 'regular' exhaust; I could hardly hear that engine. On the highway I did hear a fair bit of road-noise transmitted through those 20-inch low-profile Pirelli P-Zero tires into the cabin. Smooth? Oh, yeah. Fast? Heck, yeah. Lots of torque? Absolutely. Lively? Not so much. As opposed to older cars, there is no drama, no hitting the power band and experiencing that particular excitement. Of note: beautifully shifting gearbox; awesome clutch, with just the right amount of pressure – a joy to use and impossible to make mistakes with. Gas mileage? Awesome. I used exactly 60 litres on 505 kilometres. Mind you, I did drive the car gently, using all gears most of the time. I only went through two fast acceleration runs up to third or forth gear to 'see what she's made of'.

Personal impressions: This may not be a fair set of comments, since I am what I would call a long-time 'purist'. The 991 is a beautiful car, both in looks and driving abilities. However, it is more of a grand-tourer than a 'sports car' to me. It does leave me wishing that Porsche had not recently scrapped plans to develop an entry-level bare-bones car, much like the Speedster of the 1950s. This car is a beautiful cruising-mobile, while my wish list of options would include things like: cabriolet, S-model, sport exhaust for the good noise, and – oh my, I never thought I'd say this – PDK. I found the 7-speed to be altogether too much work; I would want the comfort of 'auto' in cruising mode, coupled with the ability to shift in my sportier moments with this car.

All in all it's an absolutely beautiful automobile and wonderful to drive. Thanks to Rick Bye and Patrick St.Pierre and everyone at Porsche Cars Canada, for the opportunity. I loved it! 🌟



**Photos from the July Social at Pfaff Porsche by Richard Shepard and Otto Mittelstaedt**

Once again, Pfaff Porsche showed their support of our club by hosting a wonderful event this past July. Their newly remodelled dealership boasts clean lines, open spaces, cozy sitting/waiting areas and visually appealing artwork and displays throughout. Niki Hirschman, Pfaff Events Coordinator, was outstanding at arranging yet another successful event. Planning and executing such an event could not have been possible without her and new member, Rita DiMarco, who gracefully volunteered at the welcome table. Following our arrival and subsequent consumption of the catered fare, all members were ushered inside the dealership where John Pera, Pfaff Outlet General Manager, cheerfully filled us in on the new P-cars coming our way. Finally, the moment everyone had been waiting for: The Raffle. Prizes donated by Pfaff included: a Porsche Design umbrella, Porsche Espresso Cup Set, Porsche Wine and Bottle opener, along with various club donated gifts from the goodie store. Join us again at Pfaff for our Holiday Social in December held at their McLaren/Pfaff Tuning location. On behalf of our club, we thank Pfaff Motors for their continuous support.



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### The mid-summer mid-engine sale.

**2008 Boxster** - Meteor Grey/Carrera Red, 70,945kms, Sound Pkg. Plus, Windstop, Painted Roll Bar - Stk#PP1052, **CPO\*** \$44,995  
**2009 Boxster** - Ruby Red/Black, 9,569kms, UAI, Headrest Crests, Sound Pkg. Plus, Storage Box - Stk#PP1056, **CPO\*** \$51,995  
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## UCR Tech Session

by George O'Neill,  
UCR Tech Editor

*This article was supplied by Pedro Bonilla  
from Pedro's Garage.*

# Care and repair for soft top convertibles

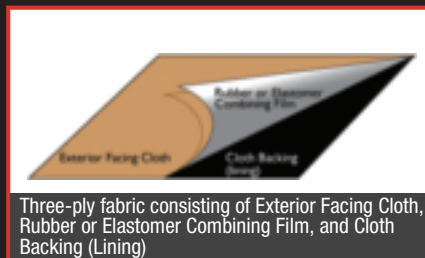
Being able to drop the top and drive "al fresco" is one of the greatest feelings in owning a Porsche Cabriolet. The experience of sun and wind in your face, together with the enhanced sounds from your engine and the aromas of the countryside or of the exhaust and tire smoke of the car in front of you at the track, make owning and driving these open top cars very special.



Pedro Bonilla of Pedro's Garage in Florida

On the other side of the coin is that these cars also offer most of the coupe's benefits when the weather or other conditions dictate the need for top up. So Cab owners have the best of both worlds.

As you may know, the material used on the Porsche Cabriolets is a type of canvas, but not all canvas is the same. The Haartz Corporation supplies the majority of all of the auto manufacturers with close to 30 different canvas and vinyl materials, each with different specs. The Porsche Boxster and Carrera Cabriolets use, as an OEM material,



Three-ply fabric consisting of Exterior Facing Cloth, Rubber or Elastomer Combining Film, and Cloth Backing (Lining)

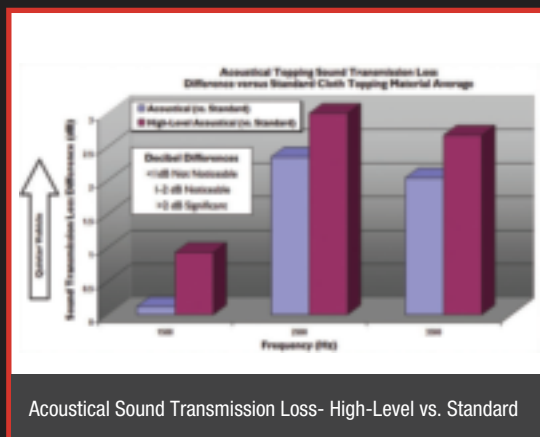


Twill Weave Material Detail

the special Sonnenland A5.0 fabric from Haartz.

This is an acoustically-enhanced, three-ply composite material made of a surface-singed acrylic twill weave outer fabric, a rubber or elastomer inner layer and a polyester (cloth) lining fabric. The unique construction of the material dramatically enhances in-cabin comfort when the top is up. It reduces noise levels and provides sound attenuation over standard canvas material, as well as providing protection from the elements and allowing the HVAC system to operate normally.

Porsche engineers have worked to fine-tune the acoustic properties of Cabriolets to provide maximum comfort inside the cabin with the soft top in the closed position. In conjunction with the Haartz topping material a noise deadening acoustical padding is crafted to complement the properties of the top's material. This combination provides passengers with state-of-the-art comfort.



Acoustical Sound Transmission Loss- High-Level vs. Standard

But, in order for us to enjoy for many years the added perks of convertibles, there are a few things that you, as an owner, need to do that coupe owners do not. A unique set of challenges comes with your special drop-top. The material from which the top is made, as well as the clear plastic window, if your top does not have a glass one, are far more delicate and vulnerable to the elements and in particular to UV radiation than the rest of the painted surfaces of the car.

The best thing you can do for a brand new soft top is to protect it on day one, when it's still clean and free of contaminants. The day you bring the car home you should treat it with a good UV inhibiting product, paying special attention to its weakest part, the stitching.

The next best thing is to do it now. Convertible tops should never be stored in the down position when the material is wet. The fabric does not promote mildew growth on its own, but mildew can develop on dirt and grime when not removed. This is more important for warm, humid and dark environments.

When dust and dirt settle into the material's weave, if left over time, will start to break down the fabric by acting like a sandpaper and cutting into the weave itself.

When cleaning your soft top, do NOT use detergent or other harsh chemicals. There are several products made specifically for cleaning soft tops, and one in particular--Ragg Topp--is endorsed by Haartz and most convertible owners. Ragg Topp offers two basic products: a cleaner and a protectant.

To clean the top, do so in the shade or partial shade. If there are bird or tree droppings on the canvas, first vacuum with a soft brush attachment and then pre-soak



the affected area with water. This will soften the deposits. Many times a strong water stream is all that's needed in order to get most of the dirt and grime off the top. When the deposits are tougher, you can spray the cleaner evenly over the complete soft top, letting it soak in from two to 20 minutes depending on how soiled it is, and then scrub lightly with a soft-bristle brush and finally rinse with running water until the runoff is clear and no more cleaner remains on the material.

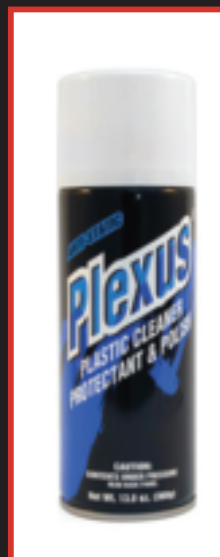
Washing with a mild soap, such as Ivory or Lux is also a safe alternative to the Ragg Topp cleaner, but not as effective.

Once the top is completely dry, it should be followed up with several coats of Ragg Topp Protectant which will waterproof the fabric and filter out most of the damaging UV rays from the sun. This protectant will make water bead on the canvas and will help maintain the top's colour over the years, with minimal fading.

As of 2003 all of Porsche's Cabs now come with a glass window that requires no more maintenance than any other glass window, but previously the top's rear window was made of a flexible polyvinyl material which was sewn into the canvas, allowing it to fold on itself. This clear material tends to fog and scratch and therefore becomes the biggest complaint about the top from Cab owners. The fogging seen on polyvinyl windows happens when the plasticizers in the material evaporate due to exposure to UV light and heat from the sun. These plasticizers are what keep the plastic windows flexible and soft. So, the best way to prolong the clarity and flexibility of the clear plastic window is to keep the sun off the material as much as possible.

Whenever the car is stored outside, at least the clear plastic window if not the complete top or car should be protected with a cover. Keeping the clear plastic window clean and using a protectant called Plexus which also has UV inhibitors and special additives will extend the use and life of the window.

This product was developed for the acrylic canopies of fighter jets and does a great job of protecting the clear plastic window as well as the clear wind stop in our cars.







If your clear plastic window has minor scratches and yellowing, it can be restored by using a high-quality plastic polishing compound such as "Plastix" by Meguiar's.

When retracting a soft top with a plastic rear window, it is recommended to stop the action mid-way. Get out of the car and manually adjust the fabric and plastic so that no kinks or sharp angles are created when you continue the folding operation. Even placing a soft towel or cloth between the folds of the

plastic window will help maintain its clarity, helping to avoid scratches and therefore prolonging the window's overall life.

If the air temperature is under 12°C (55°F) do NOT try to lower or raise the top with a clear plastic window unless you first warm it up so that it becomes pliable. Warming it with a hair dryer, or placing a piece of black plastic over the window and leaving it under the bright sun for a few minutes, will warm it up enough so that you can fold or unfold it. Not following these precautions may cause the window to crack and split open since the cold makes the plastic much more brittle.

If a plastic window is cracked, the only solution is to replace it, but since the window is sewn in most of the time the complete top's cover also needs to be replaced. The alternative is removing the material from the top's frame and taking it to a yachting centre that repairs marine canvas and having them cut out the old window and sew in a new piece in its place.

There are also new alternatives for the older Cabs with the flexible plastic windows. Several aftermarket manufacturers offer tops with a bonded glass window that can be installed onto the older top's frames. These windows are a bit smaller than the original plastic window, and they are somewhat more cumbersome for engine access in the case of the Boxsters, but they offer defrosting elements within the glass to quickly clear fog and melt ice and snow. Some of these aftermarket suppliers also offer the same OEM fabrics from Haartz on their products so you can have the same OEM quality even on a replacement top.

The top in my 1998 car is still original. I treat it with Ragg Topp protectant twice a year and it has not faded at all, even though it is a South Florida car. Last year the stitching on the somewhat scratched plastic window failed and I decided to keep the top and sew in a new window myself, by hand, stitch-by-stitch. I did it, it came out very nice, but it just took too long. At least I don't have to sew in a new window for another 13 years!

To obtain additional information about convertible tops and more, please visit my website at: [www.PedrosGara.com](http://www.PedrosGara.com).

Happy Porsche-ing,  
Pedro ☼

Haartz images used with permission from The Haartz Corporation.



Pedro Bonilla decided to sew in a new window himself

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.

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# ZONE ONE 2012 AUTOCROSS



August 25th - 26th, 2012 Moore Airfield, Ft. Devens Ayer, MA

## The Event

The Zone 1 Autocross is a two-day event. There will be a different course each day. PCA's Parade Competition Rules (PCRs) for Medium Sized Regions are used for classifying cars. Entrants must compete both days in order to trophy. There will be a team Challenge for all PCA Regions. Registration opens 8:00 a.m. sharp, first car off approximately 9:15 a.m. both days. All participants must be current PCA members. Porsche cars only.

## Cost

\$60/person early registration on or before 8/12/12  
\$85/person after 8/12/12  
Registration fees are for one or two days.  
Online registration via [clubregistration.net](http://clubregistration.net) only.  
No on-site registration the day of the event.  
Registration will open 7/5/12 and close 8/22/12.

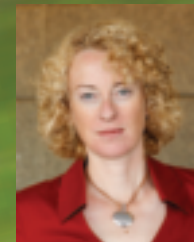
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## Event Contacts

Zone 1 Autocross Chair: Don Coburn  
[autoxerpca@aol.com](mailto:autoxerpca@aol.com)  
(516) 804-2562  
  
Zone 1 Autocross Registrar: Aaron Ambrosino  
[zone1axregistrar@gmail.com](mailto:zone1axregistrar@gmail.com)  
(518) 729-0017

# OBJECTS OF *Desire*



Emily Atkins  
Provinz Associate  
Editor

## Too hot to handle

As the cool days of spring began to wane I noticed that it was getting harder and harder to stay comfortable in my car. I found myself driving with the sunroof open and the windows down, even when it was barely 20 degrees C outside.

But it wasn't until a track day at Shannonville in late May that I realized I had a problem. It was lovely; the kind of late spring day northern people revel in, soaking up the heat like cats on a radiator in January. But for some reason, my car was unbearably hot. It wasn't overheating - the engine temperature was completely normal. But the cabin had become increasingly torrid.

Driving home that day to Toronto was an endurance test. My car was a convection oven on wheels. What are the baking instructions for ribs? Two hours at 275F? Even with the windows wide open, a superheated blast poured out of every vent, slow roasting my every fibre. All that was missing was the BBQ sauce.

By the time I got home, the slightest bump in the road threatened to reduce me to a pile of pulverized ash like one of those zombie mummies in the movies. I could see the headline: "Toronto woman disappears, spontaneous combustion suspected".

In the weeks that followed driving to work became impossible - my hair would get so messed up with the windows open that I couldn't fix it. My hearing was going from the excessive highway noise. I had to stop using the beloved stereo since I couldn't hear it over the road noise anyway.

It didn't register with me that my car had not reached these extreme temperatures last summer. Since it has no AC, I expect it to be toasty. It took until the June DE weekend this year for me to clue in: this was NOT 944 normal. Not even for my weird car. You should not have to endure hot air blowing on you ALL the time.

It felt kind of like having a friend who goes a little squirrely. At first you humour them, or ignore the weirdness because you love them anyway. Or maybe you don't notice the gradual change in personality until something dramatic happens. But eventually, when the behaviour becomes too strange, or dangerous, or downright antisocial, there comes a time when you have to say something. It's painful to feel you have step in to curb what may just be a personality quirk. But when it starts to hurt you as well, you know it's time.

So I finally asked my guru to take a look at the car. Turns out the heater control was broken and stuck in the ROAST (RÖSTEND, in the car's native tongue) position. A cable tie, a few contortions under the steering wheel later, and the problem was solved - or mitigated, at least. Now I have no air at all, except what comes in from outside. Much better than superheated air, and the problem will be fixed by the time you read this. A new part will be installed, restoring the car to its un-airconditioned glory.

I have learned an important lesson from this experience. As I wrote last month, I really love my car right now. It's wonderful to drive, it's looking better (more on that later) and I am dreaming up great plans for our future together. So when it started to misbehave it was all too easy to let the bad acting go by, make excuses for it, just as we do with people and pets we love when they are not on their best behaviour.

But relationships need to be balanced. With cars, like friends, there has to be give and take. If you let things slide, where do you end up? With a car, if you don't deal with problems promptly they can turn into bigger problems, and that can hurt your wallet, your safety AND your hair.

The course of love - human or automotive - may not always be smooth, but with luck the challenges we overcome together make the feeling stronger. ☼

Links to the PCRs and other event info will be posted on the Zone 1 website - <http://zone1.pca.org/>



# Targa Muskoka

An event to be remembered!

By Walter Murray, Targa Muskoka event chair and UCR Director

# EVENT IS NOW SOLD OUT!



The black flies are gone and the lakes are warming up. Summer in Muskoka is moving into high gear. It's a great time of year with Farmer's Markets throughout the Region and Artisans showing their beautiful works. We are also celebrating a milestone event, the 125th birthday of the Segwun, North America's oldest operating steamship. This Grand Old Lady plies the beautiful lakes of Muskoka bringing pleasure to tourists from around the world. Visit [www.realmuskoka.com](http://www.realmuskoka.com) and [www.muskokamagazine.com](http://www.muskokamagazine.com) for the full details and history of this amazing ship.

Yes, it is a great time of year to be in Muskoka and around the corner is Targa Muskoka, "An event to be remembered". Response to this event has been tremendous, with 75% of our capacity already sold out. So don't delay and register now and grab one of the few spots left. Full details are on the UCR web site or feel free to call.

We look forward to having you visit one of Canada's truly spectacular areas.

See you at Targa Muskoka!

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# 2012 FUN RUNS



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

## UCR FUN RUN PLANS

### August 26: Collingwood Fun Run

*Hazel deBurgh, hdeburgh@rogers.com*

Registration and the drivers' meeting will be north of Brampton at 9:45am. Then we'll drive the twisties through the Forks of the Credit, proceed through the Hockley Valley, have a short stop at the Hockley Valley Store to get some fresh coffee and country baking, take some interesting roads up and down the escarpment, drive through some quaint towns and villages, and stop for a hearty lunch at approximately 12:30pm in Singhampton. The morning's drive will be about 160km. After lunch, we'll drive another 65km through the Pretty River Valley, see the scenic views over Georgian Bay, and continue to Don and Barbara's log cabin, south of Collingwood, for some dessert and hospitality. This fun run will be limited to 15 cars or 30 people. Please RSVP to Hazel via hdeburgh@rogers.com.

### September 15: GTA East and Farm BBQ

*Helmut and Elizabeth Brosz, E-m.hbrosz@brosz.net*

The run will start on Major Mackenzie near Highway 404. It will run east to the Chalk Lake Spring, Tyrone Mill, Mosport, Ganaraska, Newcastle, Lake Ontario, Newtonville and the 401 for a total of about 100km. Then to Brosz Farm for a BBQ lunch. Bring a water jug for fresh spring water; your meat and drinks; your own special treat (e.g. berries, mushrooms, homemade preserve, baked goods, fruit from your garden, musical instruments etc.).

### September 22: North Shore of Lake Erie Porsche of London Fun Run

*Chris Leavens, RSVP to: diane@porschelondon.com*

Meet at 9am at Porsche of London, 600 Oxford St. West, London, Ontario for coffee and donuts. At 9:30 we will depart and drive south for half an hour to Port Stanley. From there it's a scenic two-hour drive along the spectacular Lake Erie shoreline over winding country roads, through many small lake-side communities. We'll take a 15-minute coffee break in Port Burwell, then wind our way to Port Dover by 1pm for lunch at The Erie Beach Hotel, which is famous for its Perch. After lunch you are on your own or can opt for a group drive back to London.

### September 29: Muskoka Fall Fun Run

*Anne and David Forbes, David.forbes@NBPCD.com*

Keeping our promise to last year's and this year's spring participants Anne and I would like to host a fun run on September 29th, 2012. We chose this Saturday in September to share the Muskoka fall colours with you. We will have a mid-morning start from Bracebridge, with a stop in Huntsville or Rosseau for lunch at one of the local Bistros, then spend the balance of the drive enjoying the beautiful Muskoka countryside.

Following our driving, it's back to our home for refreshments. Anne and I plan on having dinner (sushi) at Wabora, a Japanese restaurant in Bracebridge. We would love it if you could join us there for an excellent dining experience. There are many wonderful resorts here in Muskoka, and if any of you would like to stay overnight we would be happy to assist in setting up those accommodations. ☼

| 1  | DATE IN 2012  | CAR EVENTS                       | HOSTED BY                     | CONTACT INFO                |
|----|---------------|----------------------------------|-------------------------------|-----------------------------|
| 2  | May 5         | <b>Muskoka Spring Fun Run</b>    | David & Anne Forbes           | david.forbes@NBPCD.com      |
| 3  | May 12/13     | -                                | -                             | -                           |
| 4  | May 19        | <b>Collingwood Area Fun Run</b>  | Dwight Dyson & Hazel de Burgh | dwight.dyson2@sympatico.ca  |
| 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                   | James.MacLean@NBPCD.com     |
| 9  | June 17       | <b>Ancaster and Surrounds</b>    | Neil Dowdel                   | neildowdell@hotmail.com     |
| 10 | June 23       | <b>Summer Rally</b>              | Sajjad Butt                   | sadia.butt@utoronto.ca      |
| 11 | June 30/1     | -                                | -                             | -                           |
| 12 | July 7        | <b>Bear Manor Fun Run</b>        | Vaughn Warrington             | vaughn.warrington@nbpcd.com |
| 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 26     | <b>Collingwood Fun Run</b>       | Hazel de Burgh & Don Lewtas   | hdeburgh@rogers.com         |
| 20 | September 1/2 | -                                | -                             | -                           |
| 21 | September 8/9 | <b>Targa Muskoka</b>             | Walter Murray                 | murray.dexta@gmail.com      |
| 22 | September 15  | <b>GTA East and Farm BBQ</b>     | Helmut and Elizabeth Brosz    | hbrosz@brosz.net            |
| 23 | September 22  | <b>North Shore Lake Erie</b>     | Porsche of London             | diane@porschelondon.com     |
| 24 | September 29  | <b>Muskoka Fall Fun Run</b>      | David & Anne Forbes           | david.forbes@NBPCD.com      |
| 25 | October 6     | <b>Fall Rally</b>                | Sajjad Butt                   | sadia.butt@utoronto.ca      |
| 26 | October 13/14 | -                                | -                             | -                           |
| 27 | October 20/21 | -                                | -                             | -                           |
| 28 | October 27/28 | -                                | -                             | -                           |

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



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**Dave Osborne**  
Track Chair

Last month I ranted on endlessly about the increase of electronic interference in our enjoyment of the automobile. From the first mini-van that automatically locked the doors when you hit 25kmh, to a computer deciding that you're not good enough to make it through the corner, car manufacturers have embarked on selling us gadgetry we don't need instead of preventing rust.

I don't want my car to park its self, I want it to stop self-destructing while it's parked. I don't want a seven-speed double clutch transmission with five settings, I want a simple transmission that doesn't expire the same day the warranty does. One of the features of an onboard GPS is it tells the guy who just stole your car how to get to your house before you do. Add an automatic garage door opener and you've given the thief a shopping spree at your house and a vehicle to haul your stuff away with.

I don't want you to think I'm some kind of technophobe, but an hour after I submitted that last article I read a CNN story about the Google Car. Not the one that photographs your house and shows anyone on the internet what kind of car is in your driveway, but the one that drives its self. Licensed in Nevada and Washington DC the Google self driving cars are supposed to be a huge leap forward in driving technology. With safety and efficiency as stated goals and an array of lasers, three GPS sensors, cameras and custom software these vehicles are supposed to be the next step in personal transportation. While telling your car where you want to go and settling back to enjoy the scenery may sound like a great idea, I'd like to take a minute and tell you why I think it will never work. First off, and this is a big one, just like cars that park themselves, vehicles that drive themselves will be doing so entirely at your risk. Like parking assist cars, when your car finally hits something, due to no mistake of your own, perhaps a malfunctioning sensor, it will

be your legal liability. I would never push a button that says "You're going to have to pay for whatever happens when you push this button." The idea that the car will drive, but you are required to keep a vigil, is entirely against the way humans function. If you remove the task of driving your concentration will lapse in minutes. You won't be passed by people talking on a cell phone, you will be passed by people who are sleeping.

I watched all of the news stories and videos supporting this endeavor and a few things really stood out. Most of the streets that these vehicles travelled on were wide, clean, smooth and sparsely travelled. That doesn't sound like very many streets I travel on. The other thing that I noticed was that the cars were very "aware" of the space around them. Because they are supposed to enhance safety they stopped whenever something encroached on their space. Unlike a human response where you instantly calculate the space between objects and adjust, the Google cars just stopped and waited for a clear path. Like that happens in the real world. Since the subject fascinated me, the next day I counted how many times I drove around a stopped cab, shared one and a half lanes to clear the back end of a bus, drove around some construction cones in the parking lane, made a right turn through the unoccupied portion of a crosswalk, deviated from my true course or did not have a clear lane. The Google car would have stopped an additional 27 times in one round trip to run some errands. That might not sound like much but just in a town the size of Kingston all of the Google cars would have stopped 3,132,000 times. If one of them stops they would all stop and they wouldn't move again until the lanes are clear, I'm sure I would still be downtown living in my Google car.

While computer power does have uses that benefit mankind, like making your engine fire more efficiently and reducing fuel consumption, that doesn't mean they should be driving the car or flying your plane. There are too many variables in those tasks for a computer to insure your safety. Do you want the last thing you ever see as you plunge over the cliff to be a blue screen with an error message on it? Not me. Probably not you either, as we will all be sound asleep when it happens. August is great for our DE program as we head out to Calabogie on the 18th and 19th of this month. For those of you who have never driven this track, you are in for a treat. There are lots of unusual turns, some decreasing radius, some over crests and even a few downhill braking zones to keep your attention. Hopefully, being August, all of the mosquitoes will be gone and a good time will be had by all. I know it's a little out of the way from the GTA but Calabogie is in a very scenic part of the province. I enjoy the drive up there almost as

much as the track itself. If we get enough support from our members we will go there again. If not we will return to Shannonville midseason next year. It's your opportunity to vote with your registration.

This is also the time of year when our Instructors demonstrate their loyalty to the DE program. With many different places and events to tax their budgets and half a season's seat time behind them, it's important that we recognize how important they are to our program. Without them we couldn't bring in all the enthusiastic new members and give them a taste of what track driving is all about. It's our Instructors' skills, patience and dedication that makes UCR's Advanced Driver Education Program one of the finest in all of the PCA regions. These hard working men and women strap themselves into a stranger's car at each event and spend days sharing their incredible skills with others. I hope the next time one of our Instructors is filling out your student card or log book, you take a moment and thank them for all they voluntarily do for us. They are the backbone of the DE program.

See you at Calabogie! 🏁

*Because not everyone drives like you do.*

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# MART

**1997 Porsche 911 Carrera;** this 993 is Arctic Silver, black interior, 132,000km's, well maintained, sunroof, six-speed, never winter-driven, garage-stored, last of the air-cooled. Asking \$36,000.00. If interested please contact Bill at 416-844-5551 or e-mail [wjlogie@gmail.com](mailto:wjlogie@gmail.com)

**2001 Porsche 911 Turbo;** it's time to buy a newer Porsche; must sell the Turbo. Very well maintained; Canadian car; black exterior, black interior with carbon fiber package; 55,245 km's; excellent condition; numerous street upgrades, including Fab Exhaust and extra wheel set. Winter storage; maintained by Gtek; price: \$60,000.00. Please contact Jimmy at 416-991- 5848, day or evening for viewing.

**2002 Carrera 996 C2;** Black on Black leather, great condition, no rust, sport flared rocker panels, water cooled engine, 6-speed manual transmission, 4 valves, 320 HP, air cond, heated mirrors, speed activated rear spoiler, and more. Extras: advanced teck pkg, heated/ power seats, 18" Lt alloy wheels, new tires, replaced IMF bearing & clutch as precautionary (Mantis Sport) always winter stored, am/fm, CD 6- changer, mileage 93,000K. Asking \$36,000.00. Will certify. Contact Verne on cell at 519-223-0214 or [vwalker@alliancesecurity.ca](mailto:vwalker@alliancesecurity.ca)

**1989 Porsche 944S2;** Street Legal. Track Ready. Back on the market - the last guy couldn't find the money. Perfectly set up: THE best driver education track car. With a 50/50 weight distribution and no electronic nannies to get in the way, this is perfect for novice drivers just getting into track days or for those that don't want to abuse their daily driver. Still have some creature comforts: radio, the heater (AC needs a charge), removable sunroof and power windows and has been meticulously prepared to just get in and drive to the track. All fluids were new in 2011 (oil, tranny, coolant, brake fluid), 3.0 L non-turbo charged chipped engine - Rebuilt 45K by Gtek - 225+ HP, Lowered - track springs with Koni shocks , welded CRC half cage with current 6 point belts, Momo fixed back racing seats, Momo steering wheel with quick disconnect, fire extinguisher as per Porsche Club rules, Hawk racing pads and stainless steel brake lines, New Hankook RS-3 (Tire Rack) 225/45/17 F 255/40/17 (maybe 300kms on them). Asking price: \$11,500. If interested please email Larry at [larrybin-ski@gmail.com](mailto:larrybin-ski@gmail.com)\*

**1996 993 Turbo;** Midnight blue on blue leather sports seats. Arizona car. 63,000 miles. Have all service records since new. Extensive service history. Turbos, clutch, slave cylinder have been replaced. Stock car except PSS10's, LWF, Andial return oil lines. Excellent leakdown numbers from test done at 59,000 miles. Asking price: \$63,900. If interested please call Sean at (905) 541-3331\*

**2003 911 Carrera;** mint condition, winter stored. 64,000 km. Black on black, leather interior, seats with Porsche insignia. Premium sound, new tires. Wind screen and storage cover included. Asking price \$40,000. If interested please call Robert at (647) 407-8746\*

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

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416 755-7884 [jack@gtekauto.ca](mailto:jack@gtekauto.ca)

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**Response Engineering**  
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**RoadShow Automotive Appraisals - Bruce Farrow**  
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## WEST

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905 682-4242 [augusteauto@cogeco.net](mailto:augusteauto@cogeco.net)

**Eurotune**  
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519 927-9929

**Furtmair Auto Services Inc.**  
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519 576-9972 [fast@furtmair.com](mailto:fast@furtmair.com)

**German Autotech Inc**  
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519-880-0227 [mike@germanautotech.ca](mailto:mike@germanautotech.ca)

**J.B. Hunter Motorsports**  
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# PERIPHERAL VISION



**John Adam**  
UCR Historian

In May, it was our first opportunity to visit the new museums at both Porsche and Mercedes Benz. We also took the time to visit Red Bull in Salzburg. As well, we dropped in to see Alois Ruf to learn what had changed during the past decade or so. Beyond that, we love the back roads of Germany and we were tourists in Rothenberg for our first overnight stay.

We weren't able to get back on track at Mosport with NNJR last month due to a Parade conflict, but we helped out at the UCR-sponsored club race. The club race was immediately followed by an early Monday morning flight to Utah from Buffalo for Parade. We arrived in time for a mid-day visit to the Concours d'Elegance, followed by late afternoon Parade registration. There was a PCA reception at a restaurant with mountain views on Monday evening and another on Tuesday hosted by Porsche Cars Canada.

Back here in time for the ALMS weekend - the life of a PCA social butterfly can be a busy one.

If you are heading to Watkins Glen, why not consider taking a leisurely drive through Letchworth State Park. It's a diversion that doesn't add mileage but can take a bit longer when you stop to enjoy the sightseeing. It is far more interesting than I90. Watkins Glen area room rates have continued to

increase and seem to have headed north of \$150/night, which I consider to be outrageous for what you get. I am opting out.

Rennsport will be at Tremblant September 24-25. This is a popular event and has been a sell-out in past years, even for instructors. Don't forget that Rennsport has a cancellation fee of \$100 should you decide to drop out. The Tremblant condo reservation service also has a cancellation fee.

In October, UCR is headed to Mosport (now CTMP) and it will be interesting to have other marques join us. In November, you can get to Virginia International Raceway on November 16-18 with Carolinas Region. It's 1,100 km and too far for me to venture, but a great track by all reports.

We understand that building permits were in hand in June and the new Oakville Porsche dealership was under construction with earth-moving equipment on site. When told the construction completion date, I was amazed. Let's just wait and see. Suffice to say that they will be online for the 2013 driving season. ☘

# BOARD MEETING

Minutes for June 5, 2012 - Submitted by Mike Bryan

**Held at:** Toronto Airport Marriott Hotel, 901 Dixon Rd, Toronto  
**Attending:** Del Bruce, Mike Bryan, David Forbes, Mario Marrello Tomiko Murk, Walter Murray, Horst Petermann, Arthur Quinlan, Richard Shepard, Martin Tekela, Kye Wankum  
**Regrets:** Otto Mittelstaedt, Tim Sanderson, Isabel Starck

**Meeting Open: 6:35 pm**  
Agenda confirmed. Motion made by Walter, and seconded by Martin, to approve Minutes of May board meeting. Motion carried.

**Membership Report**  
**Mike Bryan**  
Continued growth has raised primary member numbers to 2027 plus 1222 family/friend members for a total of 3249. Mike had identified 170 Cayenne owners among our members and Horst is calling about 40 of them to understand any particular interests they may have, e.g. off-road fun runs. Horst will seek an event chair from among Cayenne owners if they would like to hold Cayenne-specific events. They should also be encouraged to participate in all other UCR driving events.

**Treasurer's Report**  
**Tomiko Murk**  
Current financial position is 15,649 below budget, but this is because expenses to date for the Club Race are included, but none of the off-setting revenue has been received yet. The revenue from the Club Race alone will restore a positive overall budget position.

**Club Race**  
**Mike Edmonds**  
Over 30 cars registered. Early registration is encouraged to help even out the administrative workload. About 20 cars from the BMW Club have registered through our system. Execution of the plan is on schedule. Medic 1 will provide medical emergency service. Kye advised that the Provinz team will not be able to produce the Club Race program after this year. He was thanked by the Board for his past help with this.

**Concours d'Elegance**  
**Richard Shepard**  
The Concours was postponed because of bad weather on June 3rd. Club members were advised by mass email and informed of the new date of June 24th.

Richard mentioned that a few more volunteers for the June 17th Yorkville Exotic Car Show were being sought to help with staging of many expected Porsches and other duties.

**Provinz**  
The June Provinz, already received by some members, was a 64 page edition with 40 advertisers, including two new ones.

**Web Site**  
Richard reported on behalf of Otto, who recommended that we find a single payment system for all UCR events, even including payments for advertising and sponsors. The suggestion was appreciated and Walter suggested that the payment issue be studied by a new Communications Strategy committee to be proposed later in the meeting.

Volunteers are needed during the Grand Prix of Mosport on July 20-22, 2012 to host a membership station and PorschePlatz.

**Driver Education**

**Del Bruce**  
Registrations continue to increase for all Driver Education events, but there is still some availability, particularly for Calabogie. Del had attended a Niagara Region Driver Education event. He advised that his observations would be useful in helping the track team compare and assess our own details and practices.

**Charity Run**  
Del reported that there were over 180 registrations through the Durham Down Syndrome Association for this upcoming UCR event at Mosport. 56 volunteers had stepped forward as drivers and helpers to help make this special event a success.

**Targa Muskoka**  
**Walter Murray**  
The early and ongoing promotion has been generating a lot of registrations and these are well on the way to the 40 car limit. Walter will be advising anyone interested to register soon to avoid disappointment.

**Fun Runs/Rallies**  
**David Forbes**  
Eight Fun Runs are scheduled and the Spring Rally is ready to be run. David expressed his thanks, to the volunteers hosting these events and was pleased that they were so well subscribed. His comments were echoed by the Board.

**Monthly Socials**  
No report in Isabel's absence, but Mike reported on negative comments received about too many different locations for monthly socials. It was recommended that we try to establish one or two main locations and stay with these, but also continuing with our popular socials at the GTA Porsche dealers.

**Annual Banquet**  
**Martin Tekela**  
Martin's proposed date of Saturday, November 17th was agreed. He will now check availability at several potential venues, including last year's Westin Harbour Castle. Martin will draw up a plan and budget for Board approval.

**Communications Strategy**  
**Walter Murray**  
A new Communications Strategy committee was proposed to look at best practices among the top 15 PCA regional clubs in terms of how they communicate with their members. The committee would also develop an understanding of the importance of digital technology and the costs of different media. The committee would look at communications at a broader level than that which Kye, Richard and Mike were doing in defining the tasks, roles and organization involved in producing Provinz. Motion to establish this committee moved by Walter, seconded by David. Motion carried. The committee will comprise Walter and Mike as co-chairs, plus David, Patrick Michaud and John Adam.

**Nominating Committee**  
**Martin Tekela**  
To date one board member has nominated himself for the position of UCR president. Martin asked for any eligible board members not wishing to stand for re-election to advise him. Mario will check on the process for calling for other nominations. >



Canopy  
Mike Bryan

Quotes for a branded UCR canopy for use at club and external events were all above \$2000. This was considered too high for an item that may deteriorate quickly through use by different members. It was felt better to buy a standard \$200 canopy and produce graphics that could be attached to it and changed according to need. The board approved up to \$270 for the canopy and up to \$1000 for graphics.

Payment Process for UCR Events

The different registration and payment processes for PCA and UCR events can be confusing to members. Mario will look at the issues involved and provide information to the Communications Strategy committee to include this topic within its mandate.

Meeting adjourned 9:42 PM

New Members continued from page 7

| Name                       | Location      | Model         | Thanks To        |
|----------------------------|---------------|---------------|------------------|
| Tim & Laura McKendry       | Georgetown    | 08-Cayman     | Mantis Racing    |
| Karen Michael              | Mississauga   | 12-Panamera 4 | Downtown Porsche |
| Alfred Oh & Jane Manansala | Oakville      | 12-Cayman R   | Dillon Kwan      |
| Mike Oliver                | Toronto       | 09-911S       |                  |
| Enzo Paduano               | Burlington    | 07-911 C4S    | Mantis Racing    |
| Mark Pagnanelli            | Toronto       | 95-993        |                  |
| Donald & Sue-Ann Rowat     | Burlington    | 02-Boxster S  | Mantis Racing    |
| Tarit Saha                 | Kingston      | 09-911 C4S    | Downtown Porsche |
| Lou Scheuermann            | Toronto       | 02-911        |                  |
| Andreas Schoepke           | Toronto       | 99-911        |                  |
| Sanjeev Sethi              | Vaughan       | 12-Panamera 4 | Downtown Porsche |
| Shaikh Shoui               | Mississauga   | 12-Cayenne    | Downtown Porsche |
| Hugh Sutherland            | Orangeville   | 80-935        | Internet         |
| Philip Syron               | Toronto       | 03-996        |                  |
| Peter VanderHelm           | Utopia        | 99-Boxster    | Downtown Porsche |
| John Wei Bang              | Toronto       | 09-Cayenne    |                  |
| Philip Wong                | Richmond Hill | 04-911        |                  |
| Jianwei Zhang              | Toronto       | 12-Cayenne    | Downtown Porsche |

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