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



January 2012

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## EDITOR-IN-CHIEF

Kye Wankum

## ART DIRECTION & PRODUCTION

Kye Wankum

kye.wankum@rogers.com

## ASSOCIATE EDITOR

Emily Atkins

eatkins@rogers.com

## ASSOCIATE EDITOR

Garth Stiebel

garth.stiebel@york.ca

## UCR TECHNICAL EDITOR

George O'Neill

george@oneillrealestate.ca

## UCR PHOTO EDITOR

Eshel Zweig at ezweig@mac.com

## UCR CLUB PHOTOGRAPHER

Michael A. Coates

## CONTRIBUTING PHOTOGRAPHERS

Graham Jardine

Ken Jensen

Ronan McGrath

Andreas Trauttmansdorff

Eshel Zweig

## PUBLISHER

Richard Shepard at richard\_shepard@hotmail.com

## ADVERTISING ADMINISTRATION AND BILLING

Sheri and Neil Whitlock

905-509-9692 or Email: cavok@sympatico.ca

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Please send submissions to Kye Wankum at

kye.wankum@rogers.com

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Please contact Richard Shepard

at 416-559-2960 or Email: richard\_shepard@hotmail.com

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## CONTACT UCR

Angie or Mark Herring at (905) 854-3332

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**Cover photo:** UCR Member, Ronan McGrath, lets fellow member, Phil Downe take his Porsche Cayenne off-road in Arizona; photo by Ronan McGrath

# PRESIDENT'S MESSAGE



**Mario Marrello**  
UCR President

**H**appy New Year everyone! 2011 was a great year for UCR and, as always my hope is that we will continue to improve and provide you with an even better year in 2012.

I would never have thought that I would be writing a regular column in a publication such as this, and certainly not for more than a year. My high school English teachers would be proud. I think back to my days in high school, when I told them I was looking at engineering as a career. I suspect their sympathetic look at the time was to say "good for you, as you clearly couldn't take on a career as a writer!"

Well, I know my talents are not in writing, but my hope is to at least provide you with some information about the club and its events to make you want to look further and perhaps even try something you haven't thought of trying before.

As I mentioned last month, one of the activities I participate in as your region President is the Zone 1 President's meeting. This meeting is held just outside of Albany in Latham, NY. Of course, one of the highlights for me is the drive, as I get to take out my 944 cab for some exercise. In the spring, I travelled along the I-90, and for those of you who know that drive, although somewhat scenic, it is relatively uninspiring. For the latest meeting, I decided to take the scenic route. That route took me along the Eastern part of the state following state routes rather than interstates, and certainly made the drive much more interesting. I was able to see many interesting landscapes and towns and villages. That was certainly more enjoyable than the wall of trees, brush, guardrails and state police the interstate provides.

Along the way, I had the benefit of visiting the Saratoga Auto Museum, which is currently hosting 'Porsche: 60 Years of Speed & Style in North America'. I encourage you to go visit. I've taken a few pictures which I will post on the website. They have some cars on display, which I have 1/18 scale models of, but have never seen up close and in real life.

I'm happy to say that the 35th Anniversary Gala held back in November went extremely well. We had close to 150 people attending and from all accounts, everyone had a great time. I had the privilege of meeting several past presidents, including Geoff McCord, who was UCR's first President. The PCA President, Manny Alban, and his wife Roxanne even made the special effort to come to Toronto for this event. Thank you to everyone who attended and made this the highlight event of 2011. Martin Tekela, the event chair, is providing a complete report on the event in this issue.

As Porsche owners, we know there are really only two seasons, driving season and winter. Although many of us still drive in the winter, club events are scarcer than during the driving season. Even so, we do have our socials (always on the second Tuesday of the month, mark your calendars now), which continue every month. In fact, in 2011, we brought back the December social, which was on hiatus for a few years. Look for Isabel Starck's socials page in this newsletter and on the website for locations and speakers.

We are also working with the Canadian Motorsports Expo, scheduled in February 2012. The CME is the kick-off for the 2012 racing and track season and is Canada's only racing show. See details in the article within.

As always, I encourage you to communicate your suggestions to me as your President or to any member of the board about anything you feel we can do better. You can access me through email, phone or even approach me at any event. I'm happy to receive feedback from you, the membership, as this club belongs to you, so let's work together to make it better.

Once again, please accept my best wishes to everyone for a very happy and prosperous 2012!

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 (visit [pcaucr.org](http://pcaucr.org) for details)

## APRIL

10 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
14 Sat Introductory Driving School at Mosport  
28 Sat Introductory Driving School at Mosport

## MAY

8 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
12-13 Sat-Sun UCR Driver Education at Mosport  
19-20 Sat-Sun Zone 1 - Rally and Concours

## JUNE

1-3 Fri-Sun Zone 1 - Clash at The Glen  
9-10 Sat-Sun UCR Driver Education at Mosport  
12 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
15-17 Fri-Sun Zone 1 - 48 Hours

## JULY

6-8 Fri-Sun PCA Club Race at Mosport, hosted by UCR  
10 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
8-14 Sun-Sat PCA Parade in Salt Lake City, Utah  
14-15 Fri-Sun UCR Driver Education at Mosport

## AUGUST

14 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
18-19 Sat-Sun UCR Driver Education at Calabogie

## SEPTEMBER

11 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
22-23 Sat-Sun UCR Driver Education at Mosport

## OCTOBER

9 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
13-14 Sat-Sun UCR Driver Education at Mosport

## NOVEMBER

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

## DECEMBER

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

# SOCIAL EVENTS



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

**W**elcome to your Monthly Socials page. What a fantastic year 2011 was. My goal of increasing attendance proved successful, and we are regularly hosting numbers of 80+ members per event, with the highest attendance recorded totalling 160 guests.

Although this makes for a great inaugural year, my plans for 2012 are greater still. In order to maintain this momentum I am implementing an RSVP practice, which will assist me in securing suitable locations for future events. Ideally, seven days prior is ample time to allow for proper planning. If you haven't had the opportunity to attend an event lately, I welcome you to join us in 2012 and see for yourself how enjoyable they are. Socials, by their very nature, are a place for people to gather, discuss, and socialize. I thank those of you who have shared your comments and suggestions to make these monthly events interesting to you personally, and I encourage your continued feedback, which will allow me to build on the success of 2011. Looking forward to seeing you at our upcoming social.

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

## Upcoming Events

**Tuesday, January 10**

**Mimico Cruising Club, 200 Humber Bay Park Road West,  
Toronto, M8V 3X7, Phone: (416) 252-7737**

**[www.mimicocruisingclub.com](http://www.mimicocruisingclub.com)**

**Speaker: Tom Hnatiw, featuring "Substantiated Racing"**

Mimico Cruising Club is the setting for our New Year's Social. The "Oasis In The City" is the most visited location for our Monthly Socials, not only due to its location but also their staff, service, and delicious meals. To start the year off with a BANG I have secured Tom Hnatiw, ex-race car driver, commentator and host of the TV show Dream Garage. As an added bonus, he'll be accompanied by his film crew, which will be shooting a short segment during his presentation. Come prepared for fun, excitement, and perhaps an impromptu interview.

**Tuesday, February 14**

**Mimico Cruising Club, 200 Humber Bay Park Road West,  
Toronto, M8V 3X7, Phone: (416) 252-7737**

**[www.mimicocruisingclub.com](http://www.mimicocruisingclub.com)**

**Speaker: Laurance Yap, Porsche Cars Canada**

This February we return to Mimico Cruising Club for our Sweetheart Social. Make certain to bring along your special someone and share a lovely evening with Laurance Yap, Marketing Director, Porsche Canada.

His charismatic personality and first-hand knowledge on Porsche's plans always manages to captivate us.

## Past Events: December Social at Pfaff Tuning/McLaren in Woodbridge

Photos by Eshel Zweig

The return of our Holiday Social on December 13 showed members truly enjoyed gathering for the Holidays. Pfaff Motors hosted the event at the first and only Canadian McLaren Dealership/Pfaff Tuning location. A festive atmosphere buoyed the room as did a few good revs of the new McLaren MP4-12C. I was pleased to see so many new faces at this event, which, along with a number of familiar members, accounted for an attendance of approximately 110 guests. Pfaff Motors has always been a major supporter of UCR and I would like to extend a warm thank you to Pfaff Motors for sharing their wonderful new location and festive cheer with the PCA/UCR members.

Continued on Page 14





WELCOME!

# NEW MEMBERS

Name	Location	Model	Thanks To
David & Ivana Avrahami	Toronto	87-911	
Karen Bishop	Brampton	12-Cayenne S	Downtown Porsche
Kevin Burt	Toronto	07-911 C4S	Downtown Porsche
Xioa Dong Chen	La Salle	12-Cayenne T	Downtown Porsche
Sandra Cowen	Etobicoke	10-Cayenne S	Downtown Porsche
Rolando Cruz	Toronto	12-911 GTS	Downtown Porsche
Robert & Patricia Deans	Orangeville	10-Panamera	
Jan Dressel	Toronto	06-911 S	
Andrew Dueck	Toronto	11-911 4S	Downtown Porsche
Farzad Fathi	Toronto	12-Cayenne S	
James & Mavis Fenn	Kitchener	00-Boxster	
Robert Greenberg	Toronto	12-Panamera 4	Downtown Porsche
Tony & Cheryl Iozzo	Etobicoke	00-Boxster S	
Mark Litwin	Toronto	08-Cayenne	Downtown Porsche
Chris & Kathy Long	Cambridge	08-Cayenne	Downtown Porsche
Alessandro Markasis	Oakville	06-911 C2	Downtown Porsche
Cory Morel	Toronto	06-911 C4S	
Tinh Nguyen	Mississauga	12-Cayenne	Downtown Porsche
Jedidiah Richardson	Etobicoke	12-Cayenne	Downtown Porsche
Tony Stephens	Oakville	05-Boxster	David Ferrier
Kris Tobias	Markham	10-911 GT3	Eshel Zweig
Lori Wilder	Toronto	08-Cayenne	Downtown Porsche
Jon Wyllie	Toronto	97-911 C2	UCR Charter Member

CONGRATS!

# ANNIVERSARIES

**25**  
YEARS

Rod Crown  
Andrew & Brenda Lakerdas  
Ernest & Elizabeth Lechner

**20**  
YEARS

Dave Decarle  
Richard Libby  
Lucio Polsinelli

**15**  
YEARS

Gary Lounsbury

**10**  
YEARS

Allan Beach  
Robert Donally

**5**  
YEARS

Gabriel & David Armstrong  
Darryl Austin  
Marilyn & George Dalbergs  
Brian & Susan Duncan  
Harvey Huang  
Steve Kerr & Brian Wilson  
Greg Newby  
Paul Speck  
Maria Sterk  
Mark Van Vliet



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# EDITOR'S RAMBLINGS



**Kye Wankum**  
Editor

**W**elcome to the first issue of Provinz in 2012! The beginning of a new year also brings with it great opportunities for change. Not just those attempts awkwardly manifested in so-called resolutions but real change.


And so it is with Provinz this month. We have experienced quite a drop-off in advertisers' renewals but had always planned on being able to counter the effects of such an occurrence with the immediate downscaling of the number of pages of the newsletter. That worked really well in theory... but proved a little more difficult when we had to realize that our color pages are actually the most popular where our advertisers are concerned. And the last thing we want to do is present our membership with an 'ad rag' so, maintaining the 50/50 balance of editorial vs. advertising remained the goal, while our black and white pages contain mostly the monthly news, facts and columns. In the meantime, we are hoping to get more new great advertisers and some returning ones on board with us in the near future, so that we can go back to our previous number of pages and lots of interesting contents for you to enjoy.

Speaking of the latter, here's a resolution for you: "I will attend a great many UCR events this year and, while there, I will take lots of photos and even write a brief comment on my experience to share with my fellow members."

Truly though, this newsletter is only as good as the original contributions we receive from our membership – it is your newsletter, make it what you want it to be! If you are not entirely comfortable with writing an article, submit it in bullet form and we'll see what we can do with it. But don't forget the photos; in hi-res and without date stamps, please.

I am planning on additional changes for Provinz throughout the year. One matter that has come up time and again is legibility. We will work on that, while simplifying the layout and omitting occurrences of text overlaying photographs. This simpler format will hopefully also make it easier for someone to take over the editor's post from me. I am hoping to turn Provinz into almost a plug and play layout, where anyone with a bit of graphics and computer skill can take the production of this newsletter over. Come May of this year, it will be seven years that I have been your editor and, frankly, it's time for someone else to step up. With an enthusiastic candidate to take on the job, I will be glad to stay on until the end of 2012 and to have the new editor take over the reigns slowly but surely over the course of several months, with my assistance.

Together with my associate editors, Emily Atkins (please see her new column within) and Garth Stiebel, we will also present you with a survey in the very near future to find out just what the membership wants to see and experience and get out of their newsletter.

Prepare for good things to come for UCR and Provinz in 2012! 

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# THE WAY WE WERE...

## 25 Years Ago

At Gasthaus Schrader, the January social introduced the new club executive. Joseph Fantl was president. Marc Plouffe, Vice President. Editor John Adam, a close relative, introduced John Bradshaw and Dennis Rak as feature writers. Bruce Farrow wrote about "heel and toe". Mantis Racing had become a new advertiser. Harry Bytzek joined, as did Botho von Bose. The newly expanded Shannonville track was as exciting then as is Calabogie today.

## 20 Years Ago

Provinz welcomed a new production team under David Gaunt. Gaunt's cover had Phil White standing through the engine bay of his 911. Howard Dexter's Off Line column provided a number of Porsche Club related resolutions for the New Year. These could be reprinted. Peripheral Vision made its first appearance. My gawd, has it been 20 years? President Clive Van Wert and his team took up their new executive positions. Crawford Reid became DE chair. Autotec D/S became a new advertiser and Dennis Rak was conducting technical seminars. David Tennyson was speaker at the January social.

## 15 Years Ago

Rainer Beltzner was new president. Editor was Karl Thomson. Ben Ciantar wrote a feature about the intro of the Boxster in Japan. Andy Wright and Ian John were promoting a multi-event weekend at N-O-T-L. Joel Reiser became a member. Tom Brown and Ben Ciantar were running Centennial College courses so that you could "know your Porsche".

Contributed by John Adam, UCR Historian ☼

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# DRIVER ED

**The  
Date for  
the 2012  
PCA Club Race**

hosted by UCR at Mosport is  
July 6th through 8th



## UCR Driver Ed Dates for 2012!

*Mark Your Calendars Now! Registration Opens Midnight New Years Eve!*

### **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!

**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 EDITOR

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

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

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

## The Annual UCR Spring Tour is looking for a new host for 2012

Please contact David Forbes, UCR Fun Run  
Chair, for details on how you can help out: david.  
forbes@nbpcd.com or at (705) 788-8828





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## UCR Tech Session

by George O'Neill,  
UCR Tech Editor

# Installing A Playbook In Your Dash

---

This month we have a guest author, David Ramage, who has come up with an ingenious way to install a RIM Playbook in his Porsche Boxster. Read on.

---

I do not remember the exact day -- sometime a few years ago I decided that it was time I learned how my Boxster works.

I remember looking for the first time at my exposed motor thinking, "that was easy." I had just done what only a few Boxster owners ever do: put the top in the position that enables us to work on the motor, removed the covers, the Bose box and there it was: my motor. After that day I decided it's my car, I will fix it, mod it, and maintain it.

Last spring, I purchased a Blackberry Playbook; I live six kilometres from RIM. My son works there and I wanted to support the company. My Playbook has become a fixture that sits on my knee, ever-ready to surf the moment TV becomes boring (every night!). Cleaning my car interior one day, I noticed the radio and AC unit looked about the same size as my Playbook. I placed the Playbook over top and instantly knew what my next project would be.

My first investigation revealed that the CD unit under the front hood could be removed; this freed up two audio-in RCA plugs. I found two RCA headphone cables at the local electronic store.



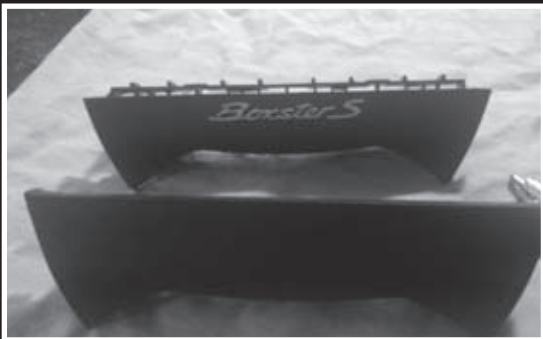
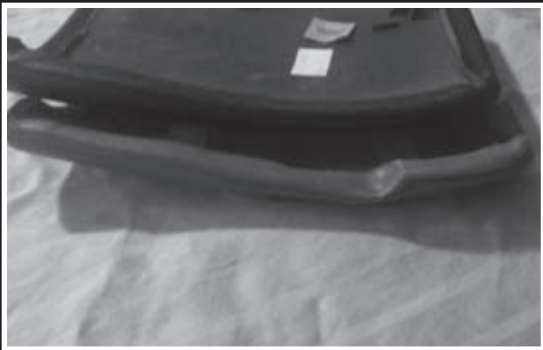
My CD unit found a new home in the basement, and I ran the headphone end of the wire up to the centre console. I removed the cup holder unit (guess where that went!) -- as well as the map storage unit.

I now had two DIN spaces, but unfortunately not together. I pulled out the radio, and the AC unit. This is really easy -- only a few screws, then the color-coded plugs. The wires and plugs are long enough that you can place the AC unit at the top, the radio next. With two empty spaces at the bottom, I was free to install the Playbook. The Playbook will now push in at the top, you would think it was made to go in this area!

The problem is the side covers and the plastic bow-tie-shaped trim. I marked the side plates with a pencil, removed them and carefully peeled back the vinyl. My Dremel made short work of the underlying plastic. I wanted a push fit, so a little at a time worked best. I applied some 3M glue to the vinyl and reattached the vinyl covering.

The bow tie piece was a little more difficult; I wanted it to stay in place after trimming about ¼ inch from the top. My tool-making buddy offered to risk his fingers by trimming the bow-tie on a band saw. Bill made two cuts, one horizontal, about ¼ inch from the top, the next cut 90 degrees from the first. I also had to





remove a small piece of plastic that sits below the radio. This allows the headphone jack to push into the top of the Playbook.

I had a little problem with the charging of the Playbook at first. The charge plug fits into the bottom of the unit. I would have to vertically slot the bow-tie, just to get the plug in. During this time, as I experimented with different chargers, I noticed two things. The first was a mains hum over the amp while charging; the second was a fully charged Play- book lasts longer than I drive in a day. This made the install really easy! No power needed. I noticed the sound was far better than it's ever been before; very clean. There are some other great things I have noticed since adapting my invention: I have all my favourite songs downloaded, and the screen is big enough that I can see what's in the cue. I can swipe the Playbook awake to see the screen, touch one button to change songs and after a few minutes the screen shuts off -- so no glare!

Because it's a push fit, my wife, Lynne, can pull it out of the dash and surf on her lap while the music still plays over the amp. I bridge to my phone -- so no data fee for the Playbook! Incoming calls show up on the dash as caller ID. The Playbook takes great videos and pics, so it's great for taking Porsche pictures as well. When I arrive home, the playbook WiFis and goes back on my knee. I did try out a YouTube video once and it's really distract-

ing while driving, but great while waiting for your wife at the mall. I still have two empty DIN boxes under the Playbook, which I may be able to fit out for extra storage later. Playbook 2.0 comes out soon, so hopefully I can get turn-by-turn NAV downloaded and running.

So, to sum up, you need two side covers (996552092, 996552091) a bow tie (99655233500), a Playbook at about \$199 and a RCA/headphone wire for approximately \$30. The headphone wire plug should be the smallest 90-degree plug you can find, as space is limited. I have about four feet of cable so my wife can surf. If you're still a little scared to do this mod to your Boxster, email me and I may be able to help you out: egamarevad@gmail.com ☺

Pictures taken by the author. The author would like to thank Randy at Whaletail in Waterloo for parts and tech advice.

Thank you Dave for your article. If you have an idea for an article please e-mail me, George O'Neill your PCA UCR Tech Editor, at George@ONeillRealEstate.ca and remember to share your comments.

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Photos by Eshel Zweig





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IN SEARCH OF

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# ROUTE 66

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OUTWARD  
BOUND

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Story and Photos by Ronan McGrath,  
UCR Member at Large



ts 4:30 am as we set out from Toronto. The Cayenne and trailer have been inspected and serviced. We are hauling a Mercedes SL on the trailer, so we have a 5,000 lb drag behind us. In the Cayenne S are myself and my co-driver, Phil Downe, plus a Great Dane, and a Standard Poodle. We are starting a journey to Scottsdale, AZ to drop the car and dogs for the winter. The trip will cover 13 states and about 10,000 kms in two weeks.

It's cold and densely foggy as we head for Sarnia where we will cross to the US. Phil has more trailer experience than I do, so he takes the first shift. We have both hauled Porsches before, but nothing as heavy, or as far, as this.

The Cayenne, Porsche's best selling vehicle, is sometimes the Rodney Dangerfield of the line. 'Not a real Porsche', I have heard people say. We are going to find out.

Our trip will take us on the great path of Route 66, the road that is a part of American myth, from the great migrations of the Depression to the optimistic days of the late forties and fifties, when gas was cheap and the road was endless. Route 66 is gone, of course, superseded by the efficient interstate highway system which ploughed over some of the old road and bypassed other parts, isolating the many tourist facilities so evocative of the fifties. Today, you can find parts of the original road, as well as a surprising number of restored buildings and motels that reflect the glory days of 66. No other road in popular imagination is more closely associated with the long distance freedom of the open road. It stretched from Chicago in a curve southwards and then west, all the way to LA.

The Cayenne is surprisingly unaffected by the trailer and it's easy to travel too quickly, so we have a speed warning set to prevent too much enthusiasm. There is a trailer controller installed so we can change the brake bias on the trailer, an essential requirement. As we traverse Ontario to the border, the dogs settle down quietly, and we quickly pass through the US border after a cursory conversation. We plan to go as far as possible on the first day, and the most interesting parts of 66 are from Oklahoma onwards. We only stop for refueling and letting the dogs out. Down through the Fall forest of Michigan and into Illinois we go, hitting our first time change.





Michigan has extremely liberal trucking laws, and the roads are deeply rutted as a result of the huge multi axle rigs that travel on them. I had originally planned the first overnight in Springfield, Il., which was too conservative. The weather and traffic are good and we continue past the gleaming arch of St. Louis, Mo. on our right, and stop at Rolla, Mo. Large dogs limit choices of accommodation, so we check into the local Super 8 motel. We have covered 1400Km, which will be the longest single-day leg. One of the notable features of the Cayenne is that the seats are superb for long distance driving, creating no aches or back discomfort. As we travel South, the Michigan Fall forests give way to the open agricultural land of Illinois, and then the gradually drier terrain of Missouri.

We are on the road before sunrise, stopping at the restored Munger Moss Motel in Lebanon Mo., a perfect fifties relic, immaculately restored. The rooms have Route 66 themes. But, they do not take dogs, sadly. Shortly after entering Oklahoma we stop at Afton Corners, which is on a broad strip of the original 66. Here, a collector has restored a period gas station to house his collection of Packards, a marque that was very prestigious in its prime. The owner's wife is very welcoming and we tour the collection free of charge. She has a large choice of Route 66 literature for sale. Outside, however, the other buildings are weathered and the sign from a long abandoned motel rattles in a stiff breeze. There is little sign that this quiet road was once filled with traffic or of the millions who passed through here.





We turn the corner, where the route changes to due west, and cross into the flat windy Texas Panhandle. This is remote, utterly open countryside with blowing tumbleweeds. We stop to see the superbly restored U Drop Inn in Shamrock Tx. As we leave Shamrock, I notice a scrap yard. It has a rich collection of cars from the thirties to the fifties, sitting in lines in the biting cold. Around Texas I have often found this phenomenon, where the cars seem to have avoided the crusher so common elsewhere.

As we continue in near-freezing conditions, the wind increases and the entire car and trailer are pushed sideways by crosswinds every time we pass an 18-wheeler. We see the big rigs weave in the wind. It is utterly empty, cold, and the horizon is endless. >



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As the sun sets we reach Amarillo where we will stay in another Super 8. We will eat in the Big Texan Steakhouse, (home of the free 72 oz. steak). Every night, adventurous customers sit on a raised platform and attempt to eat this monster and all the trimmings. The timer rings, and they're off! If anyone can manage the feat in 60 minutes the steak is free. None of the hearty optimists will come remotely close on this night. However, the regular filets are excellent and the restaurant offers a free limo service to and from the local hotels and motels. The limos are 1970s Cadillacs with Texas longhorns on the hoods.

Day three dawns frosty and sunny with the ceaseless wind. The Cayenne glitters with frost. We do not want to miss the famous Cadillac Ranch. Sun has just risen when we pull up to it. There is no sign, no indication of its presence. Then, way out on a flat field we see it, the cars plunged into the ground like arrows. We tramp across to the exhibit, our hands gradually becoming numb in the wind. The dogs are happy for the walk. Dozens of paint spray cans are scattered around the cars which appear to be repainted with new graffiti every few days, as visitors feel compelled to leave messages for the next people. It has a strange power as it sits alone in an empty field that appears to go on forever.

Our day has just begun however, and we continue our trip west towards New Mexico. On the border we return to 66, to the ghost town of Glen Rio. The empty buildings creak and groan in the wind, and the old road is empty now. The buildings are gradually falling down, and one day this will once again be part of the featureless Texas Panhandle.

New Mexico is where the plain gets gradually higher and the signs of the desert become more evident as the day wears on. Route 66 parallels the main highway here, and there are some stretches such as Tucumcari where the feeling of the original road is virtually unaltered. We stop at the Route 66 Museum, a frankly tacky but fun auto collection in Santa Rosa and then take the loop up to Santa Fe where 66 once ran. No longer on the main highway, Santa Fe is one of New Mexico's most beautiful towns, with a long history and a historic central square. Thankfully, they have also provided for trailer parking. After a pleasant walk around (it's 7,000 feet above sea level) we have an excellent Mexican lunch and resume our journey through what is now pure desert. ➤





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Our final outbound night is at the El Rancho Hotel, one of the very few historic grand hotels to survive from the heyday of Route 66. Many movie stars originally stayed here in the thirties and forties. The owner had built an entirely fictitious history of being a brother of the pioneering movie director DW Griffiths and cultivated Hollywood very successfully. The grand lobby leads to very modest rooms, and my room (the animal room) is a touch threadbare. It is however the real thing... a neon riot right out of history.



We are close to the Arizona border when we leave the next morning. The mountains are ahead, and due to their height are mainly covered in scrub and pine. We enter Arizona and pass by Flagstaff, turning south to the steep and twisting drop in Oak Creek Canyon, where the hairpin bends are a challenge given the 10,000 lbs under us. The pine gives way to green leaves as we drop and we see the bright red and orange rocks as we approach Sedona, nestled in some of the most dramatic scenery anywhere, giant cathedrals of glowing rocks surrounding the town. This will be our final stop before arriving and unloading. The Cayenne has proven itself to be an excellent towing vehicle, the V8 more than capable of managing the trailer on steep hills and being able to handle in a stable and predictable manner.





But what about off-roading? 'Not a real offroader', I have heard some people say. We will find out about that too. After a day's recuperation, we decide to tackle the Vulture Mine Trail. This is allegedly a moderate trail but is, of course, unmarked. What they don't tell you is that one wrong turn and you are on a 55-degree hill with no option but to climb it. We engage low range and it is very impressive to feel the truck move each wheel slightly to find purchase like a mountain climber feeling for the next firm grip. As we have the sensation that it is going to roll backwards on its roof it bites in and slowly, firmly, crests the hill. Through rock piles and gullies and narrow passages it is utterly competent; emerging filthy, scraped and missing a piece of rocker panel.

It's a real offroader.

Our return journey without dogs or trailer will be very different indeed. See part Two of this story in the February 2012 issue of Provinz. 🌀

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The author determines that the Porsche Cayenne is indeed a 'real offroader';  
photograph by Ronan McGrath





# THE UCR 35<sup>TH</sup> ANNIVERSARY



By **Martin Tekela**,  
Past-President,  
UCR Banquet Chair;

Photos by  
**Michael A. Coates**

provinz F E A T U R E



Andy Wright, Ian John, Rob Sutherland, Mr & Mrs. Peter Carroll



Attendees of the Gala were treated to themed table centrepieces and beer steins to take home

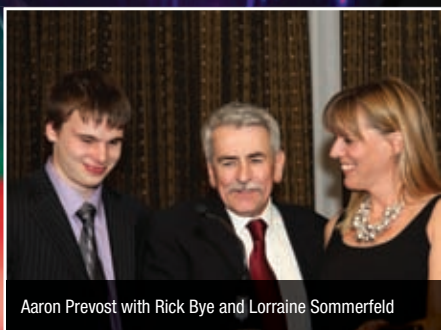


Left to right: Neil Whitlock, Dave Osborne and Del Bruce

# GALA



UCR President Mario Marrello with Sheri and Neil Whitlock, UCR Family of the Year



Aaron Prevost with Rick Bye and Lorraine Sommerfeld



Mario Marrello with Patrick Michaud

Imagine yourself speeding through the bottom of Turn 4 at Mosport, trying to aim for that elusive spot on the hillside past the apex of turn 5A that will help you find the best line to optimize your exit speed thru turn 5B and on the following long straightaway. Now imagine trying to do that blind-folded! Sounds impossible, doesn't it?

That was part of the captivating, real-life experience of blind mechanic Aaron Prevost, told to us by Lorraine Sommerfeld of the Toronto Star, at PCA/UCR's 35th Anniversary Gala. Over 150 guests were moved, some nearly to tears, while listening to the events that unfolded at Mosport one day in the spring of 2011. Long-time UCR member and former Porsche Rothman's Cup racer Rick Bye was the third guest at the podium. Rick was an instigator of this very special Porsche Experience. He brought the 2011 Boxster, supplied by Porsche Cars Canada, to the track and he helped Aaron develop his senses for the track through a couple of lengthy lapping sessions. Aaron was feeling and hearing things he'd never experienced before, while being driven around Mosport by the extremely skilled Mr. Bye. Little did he imagine that he'd be driving the Boxster in the next session. Aaron drove well enough to secure a membership into the 200kph club! This was truly a moving story that had most guests completely mesmerized.

Hazel de Burgh and I were sitting at a table with Manny Alban, the PCA National President and his wife Roxanne. Jennifer Webb, the PCA Zone 1 Rep, was also there with her husband Scott. Joe Lawrence, President of Porsche Cars Canada and his wife Patti, along with Mario Marrello, current UCR President and his wife Karen, rounded out our table of 10.

This Gala was held in the Regatta Room of the Toronto Westin Harbour Castle Hotel and the festive evening began at 7:00pm with a reception, which included hot and cold Hors D'oeuvres, Steam Whistle Draught beer and Ontario's Peller Family red and white wines. Thirty minutes later guests sat down at one of the fifteen tables that featured centerpieces arranged by Mike Bryan. Each guest also received a PCA/UCR 35th Anniversary commemorative beer stein. The room was decorated with balloons in the colours of the German Flag and UCR's logo. We had two 1976 Porsche AG racing posters enlarged to 3' x 5' and these flanked either side of the stage and podium. To the left of the podium on a large screen was projected a collection of more than 3,500 images of people and events from the past 35 years of UCR that Provinz editor, Kye Wankum had collected. >



After finishing the first course of wild & tame mushroom bisque, Mario Marrello rose to the podium and recognized and thanked departing UCR Director and former Past-President, Patrick Michaud with a framed award. Mario also welcomed Sherry and Neil Whitlock to the podium and presented them with the UCR Family of the Year award. He then recognized all past UCR Presidents who were in attendance and remembered the late Past-President Jeff White, who passed away unexpectedly this summer. A special welcome was extended to Geoff McCord; Upper Canada Region's founding President from 35 years ago. Michael A. Coates, UCR's club photographer, was on hand to capture images of our celebrations.

After the main course of stone mustard and thyme-crusted free-range chicken or Charred Mediterranean vegetable risotto, Mario was joined by yours truly and together we started to recognize and present awards to all long-time UCR members. We started with members with at least five years, followed by those with 10, 15, 20, 25 and 35 years of membership. Unfortunately, Gerd Schwarzkopf, our 45-year PCA member, was a last-minute scratch and was unable to attend the Gala this evening.

Proceedings then moved on to recognizing individuals in the UCR Driver Education Programme. Chief Instructor Stephen Goodbody presented The Rookie of the Year award to Allen Burke. The award of Most Improved Driver was presented to Thomas Elliot. Tim Sanderson was presented the Instructor of the Year award. Finally, Mario joined Stephen at the podium and presented the UCR Enthusiast of the Year award to Dave Osborne, our DE Track Chair.

Following the dessert course of chocolate and raspberry cake, mulled berry compote and white chocolate Chantilly cream, we welcomed Joe Lawrence to the podium. Joe talked to us at length about recent developments at Porsche AG and at Porsche Cars Canada. We'd also like to thank Joe and PCC for donating the Porsche glass ornament that each Gala guest received.

After the dinner and these award ceremonies, most guests remained and were entertained by The Neckties, a five-piece band from Don Mills that played 1970's and more recent rock and roll dancing music. A cash bar supplied on-going refreshments and a good number of guests partied until after midnight. The Gala was a great success and the feedback we've received from our guests has been very positive. Make sure you attend next year's event. 🍷



Rookie of the Year, Allen Burke



Joe Lawrence, President  
Porsche Cars Canada



UCR's first president,  
Geoff McCord



UCR's Past-President,  
Martin Tekela

## LONG-STANDING MEMBER AWARDS

	YEARS
Don Ackerman	5
Mary Byczok	5
George O'Neill	5
Renate Weidner	5
Del Bruce	10
Iain Cooper	10
Hazel de Burgh	10
Patrick Michaud	10
Scott Webb	10
Ernie Allen	15
Keith Andersen	15
Stephen Corner	20
Ken Jensen	20
Abe Reinhartz	20
John Sample	20
Ernie Jakubowski	25
David Langton	25
Crawford Reid	25
Botho von Bose	25
Geoffrey McCord	35
Gerd Schwarzkopf	45

## PAST PRESIDENTS IN ATTENDANCE

Geoff McCord 1976  
Crawford Reid 1990  
Philip White 1991  
Botho von Bose 1996  
Ken Jensen 2000  
Andy Wright 2001  
Jeff White 2005 (special mention)  
Rob Sutherland 2007  
Patrick Michaud 2008  
Martin Tekela 2009/2010  
Mario Marrello 2011





Mario Marrello with Abe Reinhartz



David Osborne receiving the Enthusiast of the Year award



Scott Webb receiving a citation for ten years of membership



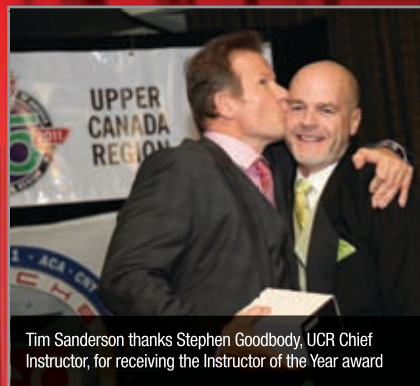
Mario Marrello flanked by the von Boses



Mary Byczok with Martin Tekela



Lorraine Sommerfeld of the Toronto Star



Tim Sanderson thanks Stephen Goodbody, UCR Chief Instructor, for receiving the Instructor of the Year award

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# OBJECTS OF *Desire*



**Emily Atkins**  
Provinz Associate  
Editor

## The Eye Of The Beholder

**W**hy do we love our cars?  
Why do we stop and stare when one catches our eye?

For every driver there is a reason; each of us has a nuanced, particular and very personal reason for our love. This column will explore that love and the multitude of wondrous attachments we feel to our chariots.

Cars are not simply objects. They are objects of desire. They represent so many things we crave: Power, status, achievement, beauty, speed, grace, history and future, freedom and youth. The list continues.

How a car—a manufactured object—can manifest all these attributes is a mystery worth exploring. There's an alchemy in the combination of four wheels, sheet metal, an engine and a great design that is capable of capturing the imagination of even the most buttoned-down of individuals. And it affects all the senses.

Sometimes it's the sound. You're concentrating on a task when suddenly a telltale frequency interrupts. Your head pops up, swivels to follow the growl. If you're lucky, you're rewarded with a glimpse of a gorgeous car.

Often it's the visuals. Parked or passing, the pleasure is there. The symmetry, the swoop, the sexiness. Can you tear your eyes away?

If it's parked, how hard is to keep your hands off? I recently saw a picture of a little girl stretching her arms wide, hugging the back bumper of an R8. Don't we all feel that way about some automobile?

And how about the way it makes you feel when you are driving? The grip of the seat around your back, the glow from the instruments, the tactile warmth of the wheel and gearshift, the G forces that press into the pit of your stomach when you take a fast corner. Even the sharp dig of the seatbelt as you decelerate reminds you that life is worth living.

And the smells. Gasoline, oil, combustion, rubber, leather—it's a heady concoction and it's never the same twice.

The way some admire pictures of beautiful people, I keep a pin-up of a 1993 911 RS America. It's red, it's shiny and it looks like it's going to shoot right off the page with a squeal and the acrid scent of burning rubber. The body lines, the headlights, the bumpers, the hood, the spoiler. I admit it: it's all about the looks. That's the dream, the ideal I jones for.

But I am driving an India red '89 944 Turbo. It's rough around the edges, needs a paint job, leaks in the rain, and it lacks the sinuous curves of the 911. Mine's a Franken-car and frankly, I love it. It's fast enough (for now), it handles beautifully, and it actually gets compliments. The muscular body lines and wedge shape are far more masculine than its sleeker 911 brother, so maybe it's more appropriate for a woman to love.

So it's not just looks that matter, or even the senses. The fact that my tough little car receives accolades from strangers is a big part of what makes me love it. Emotions feed our adoration. Our egos stoke the love.

This is just a taste of where I'm headed with this space in the months to come. So get your wheels, buckle up and prepare to join the ride. I promise: It will be fun. 🌀



# CANADIAN MOTORSPORTS EXPO RETURNS FOR A SIXTH YEAR WITH A NEW DATE AND BIGGER VENUE

Canada's growing Road Racing Community will once again be well represented



**T**he sixth annual Canadian Motorsports Expo, powered by Inside Track Motorsport News takes place February 10-12, 2012 at the International Centre, adjacent to Toronto's Pearson International Airport. New for 2012, the CME will be held on a new date, in a bigger hall.

Responding to exhibitor and attendee feedback, the show has been moved back in the calendar – by several weeks – to be closer to the start of the racing season. The CME's new date is two weeks prior to NASCAR's Daytona 500, at a time when Canadian racers and fans are making their plans and purchasing decisions for the upcoming racing season.

The Canadian Motorsports Expo will once again take place at the International Centre, but it's moving to the bigger Hall 6, which offers considerably more space (80,000 square feet). Hall 6 is also more wide-open than the show's former space, which means the CME will be better able to accommodate more exhibitors, tracks, series, vendors and racing vehicles.

Also new for 2012, the CME is the only Winter/Spring show at the International Centre permitted to offer more than 10% racing content, so there is no question about where the real racers, fans and industry members will be in February!

"We're just inside of two months to go until show-time and the response to the sixth Annual Canadian Motorsports Expo has been fantastic," said the CME's Greg MacPherson. "So far, almost 80 percent of the available exhibitor space has already been sold. The racing industry is really getting behind the CME and has responded positively to the new February date and the move to Hall 6. We have some great new partners and features to announce in the coming weeks."

In addition to a healthy stock car contingent, road racing fans will be well served. 2012 highlights will include the presentation of the Inside Track Readers' Choice Awards, celebrity racer Q&As and autograph sessions, the Meet the Media fan forum and several other interesting and informative presentations.

For Porsche fans, Sports Car Boutique will have their 2010 GT3 Cup car on display, the JRP Pavillion will feature displays from many of their road racing suppliers and the Paragon Competition booth will have a wide range of road racing products.

Both the Castrol Canadian Touring Car Championship and the Canadian Automobile Sports Clubs – Ontario Region will be back with various racing machines, including Porsches, on display.

Throughout its existence, the Canadian Motorsports Expo has become known for its presentation of celebrity racers from Canada and around the world. Stars like Ron Fellows, Jacques Villeneuve, Paul Tracy, Dario Franchitti, Max Papis, Derek Daly and Miguel and Yvon have graced the CME stage for fan Q&A and autograph sessions.

The CME has also featured world-famous road racing machines, including Formula 1 and IndyCar vehicles. Watch for updates to find out which star racers and machines will be appearing at the 6th Annual Canadian Motorsports Expo. 🏁

# 2012 UCR Ski Day

## at Osler Bluff Ski Club



What do Porsche enthusiasts have to look forward to in the dead of an Ontario winter? Ask most of them and you'll likely get "Spring!" as an answer, so we can get back to burning our favorite fossil fuels in the cars we all love to drive.

Well, if you're a UCR member you'll get that answer and also "the 2012 UCR Ski Day". Yes, that's right! Strategically scheduled between Groundhog Day and the first day of spring is the 2012 UCR Ski Day. On Thursday, March 1, 2012 the UCR is heading back to the scenic playground that is the Osler Bluff Ski Club in beautiful Collingwood. It's going to be less than three weeks to the first day of spring, so join us for a great day of skiing and let's shake off the winter blues together.

This private ski club ([www.oslerbluff.com](http://www.oslerbluff.com)) is ideally situated for optimal natural snow and its 743 feet of vertical drop rates among the best in Ontario. The natural ski terrain provides some of the longest and most scenic trails for every level of skier, from beginner to expert.

Your hosts for this year's event are Don Lewtas ([donald@donlewtas.net](mailto:donald@donlewtas.net)) and Phil Downe ([phil.downe@ITnegotiations.com](mailto:phil.downe@ITnegotiations.com)). All UCR members, their family and friends are invited to join us for the day. The ski-lift ticket cost will be \$62.00 per person to be paid upon arrival at the Main Clubhouse where you will turn in a waiver and pick up your ticket. A copy of the waiver is posted along with equipment rental information and Osler Bluff Ski Club safety rules on the [pcaucr.org](http://pcaucr.org) website homepage. Any persons under 18 years of age will require the waiver to be signed by a parent.

The Main Clubhouse with its panoramic view of the slopes offers a-la-carte food service for both breakfast and lunch or you can bring your own. Then, after a full day on the hill, everyone is welcome to the après-ski, wine and cheese social hosted by Don Lewtas and Barbara Mitton at their chalet nearby.

Need some gear? No problem! Squire John's is right on site with a full range of ski, snowboard and safety equipment but you'll have to make arrangements in advance (see [pcaucr.org](http://pcaucr.org) website for details). Have a non-skier in the group? No problem! The Scandinave Spa Blue Mountain is just a few minutes down the road and a day pass also makes a nice post-holiday gift once the Boxing Day returns are all settled. They also require bookings in advance.

Everything we think you'll need is posted on the UCR website so please contact either Don or myself at the email addresses above to register for the event, or let us know if you need any further information.







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**2007 Cayman** - Silver/Black, 39,808kms, Htd. seats, S wheels, Bi-Xenon, Sport steering wheels - Stk#PP0754, CPO\* \$43,995  
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# 2012 FUN RUNS



**David Forbes**

UCR Fun Run Chair

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

## 2011 Wrap-Up and 2012 Outlook

It has been a most gratifying experience coordinating and planning the Porsche Fun Runs for the past few years and, needless to say, the participation and dedication of so many of our members have contributed to the success of the program. Hosting and participating in our club's Fun Runs has become a unique opportunity to showcase our beautiful Porsches, and to meet the wonderful families that own and drive them.

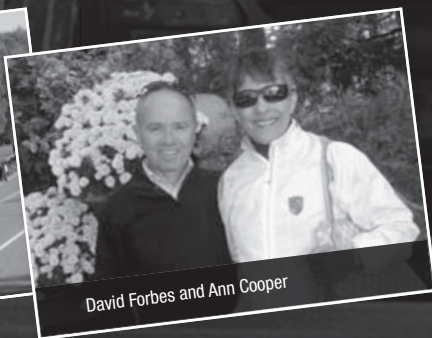
All of the 2011 Fun Runs were well attended, and many of them were oversubscribed. Each event was hosted by a committed member who had taken the time to scope out a wonderfully scenic route, complete with outstanding cuisine along the way. The diversity of the scenic beauty along every route was a feature that kept our members participating in multiple Runs and the social connections enjoyed by the participants resulted in the high level of 2011 success.

The opportunity to enjoy our province through visits to historic sites, country corner stores, family restaurants owned through generations, wineries and micro breweries, all from the comfort of the most gorgeous cars on the planet is nothing short of perfection. A culture of family and safety has become the hallmark of the Porsche Fun Run events, and many of our members have commented on the high quality of every aspect of the process. The warmth and generosity of each and every host, and the excitement and appreciation of each and every participant will continue to drive our Fun Run program and will reflect the UCR membership excellence well into the future.

Looking forward to 2012, we anticipate a great season with several Fun Runs booked already as we go to press. New Fun Run hosts are a key to our 2012 season success. In the past our Runs have always been oversubscribed; we look forward to adding more this year. I would be happy to work with all new hosts to make their Fun Run a great experience for themselves and their guests. Anne and I have found hosting and participating in Fun Runs a fantastic experience with the spin-off gift of many great new friends. ☸



Photos of the 2011 UCR Fall Fun Run by Bernie Schroder



David Forbes and Ann Cooper



# TRACK TALK

It's January - and you fit into one of two categories. Either your Porsche is tucked away in some heated paradise with its car cover lovingly protecting the paint or you live in the GTA where you can drive your car through the winter. I'm in the first category, as I live in Kingston. I drive the front-engine, rear-wheel-drive variety with wide tires and a low front splitter. My car likes to go backwards when it's slippery, so storing it is necessary. I feel bad for those who just drive their cars through the winter. They miss out on the two biggest emotional events of the year. The Viking Funeral (without the fire) that is saying goodbye to your favorite car at the storage facility, and the rebirth that takes place in the warm spring sunshine, as it gloriously rolls out of the darkness and into the light.

By now I'm sure that you've seen the 2012 Track Schedule, either in Provinz or on the DE Registration pages. If you haven't, go look now. I'll wait....., ok, now that you've seen the schedule, you'll know that we worked very hard to bring you a great Track Season. First and foremost are the rates for 2012. Despite the increase in track rental by a whopping \$1,250 per day we are maintaining the same weekend rates as last year. You won't have to make your own coffee, pay extra for parking or wash your own dishes after lunch. We're just doing the best we can, managing the financial end of these events. Many smaller programs are being starved out by these increases. These prices can only be held with volume, so please support the program with your attendance.

On to the good stuff! We're planning a Charity event on Friday June 8th that will attach to our June Track Walk event.

The plan, at this stage, is to invite all the Red and Black run group participants to assist with our kids with cancer event. The children will be given a morning filled with attention, powerful Porsches, track laps and a nice lunch. The cars will be driven by the Red run group and the Black run group drivers will assist with helping the kids in and out of the cars, making sure they are restrained properly and generally making them comfortable. After lunch the track will revert to a schedule of eight run groups. Four of those will be for the Red run group and any program Stephen Goodbody, our Chief Instructor recommends. The other four will be intense one on one instruction for the Black run group. We are all very fortunate, so giving to those with greater challenges in life should be a rewarding experience for all involved.

In August we are going to Calabogie Motorsports Park. It's been four years since I drove there and it was challenging in many ways. This 5 kilometer, 20 turn track takes time and loads of patience to learn properly and is located in a beautiful resort area of Ontario. With new facilities and a great track surface, Calabogie will be a challenge for even the most experienced Trackies. It will be a real thrill for those who have never driven there. Since we won't have the facility at Shannonville to offer a third IDS program this summer, it's very important for you to sign up for the April Introductory Driving Schools if you intend on joining us on track this season. They fill up fast, so don't get left behind.

As most of you are aware, Mosport has changed to Canadian ownership. The new owners have upgrading plans for the facilities over the next few years. I hear the goal is to bring larger, more prestigious events back to the once famous Grand Prix Track. Their first upgrade is to the entrance and accessibility to the property. Our club was the last to rent the track for our OktoberFiesta event. The following day the contractors bulldozed part of the track and began building a tractor trailer-sized new tunnel. Two vehicles wide and tall enough for a semi, the prefabricated tunnel has been almost completed and it's just the first of December as I write this. The tunnel also offers two concrete sidewalks, so you don't have to run for your life every time a car enters it. The tunnel entrance has been graded into a huge parking lot and I understand that there will be a new Registration building, finished in time for our first spring event. Easy access can only help make our events run smoother as we will no longer have to stop operations so people can enter or leave across the track. The entrance is now curved and leads down to the lower paddocks so visitors will be less inclined to interfere with the vehicle movement in the upper paddocks.



**Dave Osborne**  
Track Chair



At our 2012 Planning Meeting, the Track Team discussed taking on some new faces. We are always looking for enthusiastic members who are willing to help our events thrive. A few people have stepped forward and offered their service to the club. Like me, they have enjoyed years of good times and Advanced Driver Education. Their only motivation is to give back to the club they enjoy and help others benefit from their experiences.

Scott Wilkens, our Tech Chief is mending from heart surgery, so his son and UCR Instructor Sean Wilkens will jump in and keep that portion of the program running smoothly until Scott's triumphant return. Laurel Ward has offered her assistance and will help Del Bruce with the Worker Assignments. Since Del is spread a little thin at the track, Laurel will be able to lighten the load and give the Worker Captains the support they need. With Keith Andersen moving into the Safety Coordinator role, Sheri Whitlock has offered to assist him with the track side operations. Sheri is an enthusiastic supporter of all things DE and a welcome addition to the Team. We all acknowledge that Registrar is a big job. Markus has done it for more than 10 years at some cost to his own business and schedule. It's time that we

make that job more manageable so everyone can have more fun, so we're adding an additional Co-Registrar this season. He will learn every step of the Registrar's function so he can step in and carry some of that load.

Please join me in welcoming and appreciating the effort and spirit that these new volunteers will offer to the DE program. We can only benefit from their enthusiasm and talent. It's a new year with new challenges and new rewards. We look forward to the 2012 Advanced Driver Education season. Mostly we look forward to sharing it with you. Sign up as often as you can.

See you trackside soon,  
Dave ☺

**Photos on page 44**

*...it's very important for you to sign up for the April Introductory Driving Schools if you intend on joining us on track this season.*

***Because not everyone drives like you do.***

kbergmanis@bplawyers.ca

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**PSS-10 Bilstein Shocks;** fits 2001-2004 911 models - original price \$2,850.00 used for one month on 2004 Turbo. Asking price \$1,600.00 OBO. Please contact Harm Rosenboom (905) 320-8387 or email harmc4s@gmail.com

**Cars For Sale;** 1973 911 S Coupe - Rare Euro S, Zero Options Car 1971 911 T Coupe - Great for 911 RS Clone Project; 1971 911 E Coupe - Sunroof, Fully Loaded; 1976 930 Turbo Coupe - First car delivered to Canada. Toronto Auto Show Car; 1977 Carrera 3.0 Coupe - Euro Carrera - not sold in North America; 1984 944 - Super Clean, One Owner, Original Paint; 1986 944 Turbo - Great possible track car; 1988 928 S4 - Automatic; 911 (Go Kart Size) - Built by Porsche for 1 year only. Very Rare; 1962 Mark 1 Mini Cooper - Vintage Race Car; 1964 Shelby Cobra Replica - Big block car with 6 pack I also have an assortment of Vintage Motorcycles and Go Karts. Please call Frank for further information: (905) 936-3150 or (905) 936-4999 ext 1.

**1994 Porsche 968;** This 1994 Porsche 968 convertible produces 238 hp and is a real pleasure to drive! It is equipped with power door locks, power windows, cruise control, AM/FM radio, CD player and power seats. New Michelin Pilot Sport tires on Cup 1, 17" wheels. Front tires are 225/45 ZR17, rear tires are 255/40 ZR17. With only 66,000 miles, this car is in very good condition and has been inspected and upgraded by a qualified Porsche technician. Many components (too numerous to list here but can be provided) have been replaced with genuine Porsche parts to ensure a safe and reliable ride. Please call Kris to arrange an appointment to view the car, or for additional information. Price: \$19,900.00. Contact Kris Sheldon at (613) 530-0086\*

**88 924S;** This is a great little car. Has 183,000 km with all service up to date, including timing belt, water pump, wheel bearings, motor mounts etc. Hoses, wires and fluids recently changed and have added Hawk pads and a K&N filter. Comprehensive service history available for the six years I've owned her. Always serviced by Liam at Keltech. He really likes this car and will give her a glowing recommendation. I've used the car as a three season daily driver and have attended several DE sessions each year. Just so much fun to drive. This car provides amazing bang for the buck! Now have a 996 and have run out of parking, so she needs to find a new home. Will be sold certified & e-tested. \$4,250.00 OBO. That's only \$1.00/smile! Contact Mike Hodgson at (416) 805-7082\*

**Porsche 930 / 911 Turbo - 17";** The wheels are Simmons 3-piece, Front 17x9 ET 25mm; Rear 17x11 ET 38mm. The tires are new this summer with maybe 500 kms on them. Kumho Ecsta XS, Front =

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245/40-17, Rear = 315/35-17. Asking \$2,000.00 or best offer! These came on a '87 930 that I just bought and I am looking for a different style. All the wheels are straight with no curb rash. The LR face could use a repaint. Contact Aaron Casaert at (416) 993-6949\*

**High Butterfly Injection Stacks;** This is a brand new set of German-made high butterfly throttle bodies. They have never been used. I purchased these for a project of mine which I have now decided to terminate. The system includes both stacks and many small parts Some small items may be missing. Would be good for 3.0 - 3.6 ltr. Could be modified into electronic fuel injection. As is, in new condition. Asking \$4,000.00. Please contact Jay Lloyds at (416) 273-7821\*

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

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# PERIPHERAL VISION



**John Adam**  
UCR Historian

Sometimes, Porsche related events come in clusters or bunches, like grapes. Sometimes there are conflicts with other family events. It makes advance planning mandatory.

The new executive has completed its first round of plans for the 2012 season. There are members new to the group with fresh ideas and we look forward to a great year. Dates are in place for driver education, the club race and a variety of major events. Event chairs are now able to begin their detailed planning. One of the things that we do at this point is to book our favourite Mosport area B&B for the entire DE and club race season. Task completed.

In May the Adams and the Petermanns will be visiting car museums in Germany and then touring wine country in the Douro Region of northern Portugal. That might conflict with our DE track time a bit. Darn!

UCR's Club Race held at Mosport, will be July 6th through 8th. Though we aren't racers, we do have fun working at the event. The Porsche Parade is in Salt Lake City, Utah, July 8th through 14th. Driving to Utah is out of the question. Just like last year, we will be flying Southwest out of Buffalo (priced at US\$432.80 per person) and our experience using the Best Western adjacent BUF was very favourable. We will do that again. The best price out of Toronto was C\$730 and so there is a saving of about \$400 for two persons flying out of Buffalo net of a hotel room, dinner and parking for the week.

The weekend after we get back from Utah, we have the ALMS race and Porscheplatz at Mosport July 20-22. Gosh, this Porsche life is just a whirl!

In January, 1991, Clive Van Wert, a former UCR president, first reported suffering from The Twitch.

It is a debilitating seasonal condition. Clive reported that you sit around the house reading Pano or Provinz. You play videos of driver education events. And then your eye starts to twitch. You walk through the house with a blank stare. The twitch starts again. The diagnosis is Track Withdrawal. But there is a cure coming up.

The Detroit Auto Show (January 14-22), the Rolex 24-hour race at Daytona (January 26-29), the new PCA Tech Tactics in February are upcoming events that will help with The Twitch. The return of Wind Tunnel with Dave Despain to Speed TV on Sunday, February 19th, provides more help. Planning for Parade registration can be another useful winter activity.

Endure the cold or take a break. It's your choice. We will likely be checking out some beaches and cold drinks in Central America while the snow flies. ☼



# BOARD MEETING

Minutes for November 1, 2011 - Submitted by John Van Atter, Secretary

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

**Attending:** Del Bruce, Mike Bryan, David Forbes, Mario Marrello, Patrick Michaud, Otto Mittelstaedt, Tomiko Murk, Walter Murray, Horst Petermann, Richard Shepard, Martin Tekela, John Van Atter, and Kye Wankum

**Regrets:** Tim Sanderson

**Meeting Open: 6:45 PM**

## Mario Marrello

### Introduction

- Confirm Objectives and Agenda
- Introduced Richard Shepard the new publisher of Provinz
- Everyone thanked Richard for stepping forward to help out

## October Minutes

- Walter Murray moved acceptance of the minutes with corrections, seconded by Patrick Michaud and carried unanimously

## Martin Tekela

### 35th Anniversary Gala

- We currently have about 80 attendees. Each Board Member will reach out to personally invite anyone they know to get them to come to this event.
- Guest speaker gifts – 4 required –three special books will be given and our guest mechanic will receive a UCR Jacket
- Fourteen dozen (168) keepsake 35th Anniversary logo beer steins will be ordered and delivered to the Westin Hotel

## Tomiko Murk

### Treasurer's report

- The club's working capital is strong 237,712 up 19% year over year
- Track revenue is up approximately 5% and net income up approximately 35%
- Total UCR net income is up approximately 7½ %.
- Concern was raised over the number of Provinz advertisers that are over 90 days in arrears
- Provinz has narrowed its operating loss
- Approval moved by Walter Murray, seconded by Mike Bryan and carried unanimously.

## Patrick Michaud

### "Not for Profit Status

- UCR has demonstrated over time that it has been profitable in some years and has incurred losses in others; the board agreed that UCR's current cash balances are temporary investments;

## Mike Bryan

### Membership report

- In October we have added 40 new primary members.
- Our retention rate for existing members was good and this helped bring UCR membership to 1,869 primary and 1,200 family/friend members for a total of 3,069
- Some members have mentioned problems in renewing their membership on-line. Mike suspected this may be caused by the different log-ins for PCA, UCR and for track event registration, which can understandably cause confusion. Mike will look at ways to make the different log-in requirements more evident

## Kye Wankum / Richard Shepard

### Provinz Update

- Provinz-UCR Who's Who Contest results:
  - Ken Jensen entered the most correct answers but regrettably did not qualify, as he was the one to help the Provinz team procure most of the contest photos. That leaves the win to Wayne Spiegelberg, with second place going to Pam Bryan, and third to Andreas Trauttmansdorff.
  - The winners will be announced and prizes awarded at the November Social.
- The November issue of Provinz was finished for mailing ahead of schedule but had to be held back, since it contained the answers to the Who's Who contest, which ended on October 31. The November Provinz went in the mail on November 1.
- The November issue of Provinz contains three inserts: a UCR 35th Anniversary window decal, an updated flyer to promote the UCR Awards gala, and the fourth-quarter membership recruitment card.
- Kye feels that the transition of the Provinz executive is going very well and that the newsletter is in excellent shape.
- Richard Shepard has jumped into the role of publisher/advertising chair with full commitment, as have Sheri and Neil Whitlock in taking on the advertising administration.
- A record of 2,046 copies of Provinz were mailed out for the month of November 2011
- Advertising revenue to date is \$85,404 with total expenses to date of \$104,255
- Our average cost YTD is \$0.90 per member per month, which is below our target of \$1.00 / member / month for 2011

## Del Bruce

### Driver Education

- Some delay on 2012 dates due to changes at Mosport
- Looking at having a three day weekend next year
- Calabogie looks good for next year

## Succession Planning Committee Update

- Meeting this Friday hopefully

## David Forbes

### Fun Runs

- In planning stages for optimally 8 Fun Runs next year

## Rally

- Rally on October 22nd very successful, 21 cars participating
- 2012 looking towards a Spring & Fall Rally

## Mario Marrello

### Socials

- There will be a December meeting this year – to be held at Pfaff Tuning in Woodbridge
- The November meeting will be held at the Mimico Cruising Club and will not only be a social but a General meeting as well and in-person voting can take place

## Election

- The official ballot was distributed with the October Provinz and is available on PCAUCR.org
- There will be no online, fax or mail in votes accepted after November 7 at 8pm >

- The final event in October event went very well
- More than 20 cars attended

#### Other Business

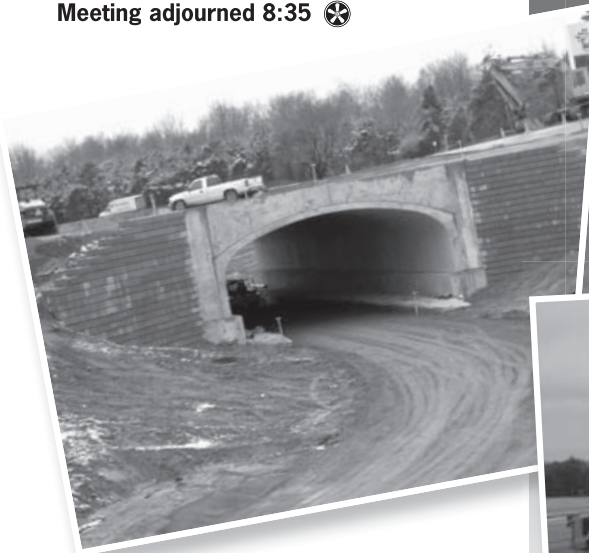
##### Mario Marrello

- All agreed to hold the 2012 planning meeting in January this year
- Perhaps turn the January Board meeting into the planning meeting

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

**Meeting adjourned 8:35 ☸**

# TRACK TALK



**UCR Track Chair, Dave Osborne took these photos of the improvements that are underway at Mosport at the beginning of December**

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**Mario Marrello**

*Vice-President*  
**Del Bruce**

*Past President*  
**Martin Tekela**

*Secretary*  
**John Van Atter**

*Treasurer*  
**Tomiko Murk**

*Provinz Editor*  
**Kye Wankum**

*Web Master*  
**Otto Mittelstaedt**

## DIRECTORS

**Mike Bryan**

**David Forbes**

**Walter Murray**

**Horst Petermann**

**Arthur Quinlan**

**Tim Sanderson**

## EVENT CHAIRS

*Driver Ed Chair*  
**Dave Osborne**

*Chief Instructor*  
**Stephen Goodbody**

*Appraisals*  
**Bruce Farrow**

*Autocross*  
**Mario Marrello**

*Awards Banquet*  
**Martin Tekela**

*Club Racing*  
**Mike Edmonds**

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

**Chris Ralphs**

*Fun Runs*  
**David Forbes**

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

*Historian*  
**John Adam**

*Membership*  
**Angie & Mark Herring**

*Membership Retention*  
**Ken Jensen**

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

*Zone 1 Rep*  
**Jennifer Webb**

*Rally*  
**Sajjad Butt**

*Tech Editor*  
**George O'Neill**

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