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



July 2012

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**Cover photo:** The Porsche 911 GT3 Cup driven by JF Laberge was the car to beat all weekend at the Victoria Day Speedfest in May at Canadian Tire Motorsport Park. Kyle Marcelli in the Pfaff/Castrol car was a guest driver and not classified in the results; Photograph by Richard F. Wintle

# PRESIDENT'S MESSAGE



Mario Marrello  
UCR President

I was taking a drive one Saturday back in late May. The weather was fantastic, visibility was excellent, but there must have been something in the air, as I seemed to be extra sensitive to the proliferation of bad driving habits that day. I can get into details about some of the behaviours I saw, but I'm sure you've seen them all: driving too slow in the passing lanes (trucks especially), lane changes without a glance in the mirror, never mind a signal, using the signal not to indicate that a lane change but to tell you that your space is about to be consumed, slowing down in a centre lane to decide where to go... I can go on but I'll run out of space! I wonder if we should be seriously looking at revamping how we train and certify everyday drivers. I'm afraid the situation will only get worse as more drivers attack our roads. With urban sprawl, driving is becoming more of a necessity. Even with the concentration of condos downtown, which should theoretically reduce traffic, we are seeing more and more traffic leaving the core. We need to come up with a better system of training our drivers and keeping them trained. Of course, I'm not talking about UCR members. One of the reasons I joined UCR 12 years ago was to get the opportunity to improve my driving through DE, Autocross, Rallies and Fun Runs and meet others who shared the same passion. I believe we should always be striving to learn new skills, to practice our existing skills, and UCR has been instrumental in providing the opportunities to do this. As a result, I really think UCR members are way ahead of the rest of the pack.

Alright, enough of that rant. Let's get back to the good stuff: July's flagship event is our club race. Mike Edmonds returned after a successful event in 2011 to lead the charge and has once again put together a tremendous event. Club racing is a great way to see a wide variety of Porsches being driven at their limits in a true racing event. The weekend starts with a test and tune day sponsored by Canadian Tire Motorsports Park, followed by three days of practice, qualifying and race sessions. I hope to see many of you there, racing or volunteering to help out in the many areas. July also has the Porsche Parade. The Parade is

PCA's biggest event. It brings together members from all regions across North America for a wide variety of activities. Many PCA members make the Parade their vacation destination and every year the experience is unique. This year, the Parade is in Salt Lake City, Utah.

Looking back to June, it was a busy month for UCR. Look for details in this and upcoming issues of Provinz about the Zone 1 Club Race, the Porsche-abilities charity run at Mosport for the Durham Down Syndrome Association, the June DE Track Walk event, the Zone 1 48-hours at the Glen DE weekend, the Polo for Heart fun run, the Welcome to Summer fun run, the June Social at Downtown Porsche, the Rally, the Concours and the Autocross. Whew!

In addition to all these events, on June 7th I had the privilege of attending the ground breaking ceremony of Porsche's newest Ontario dealership: Porsche Centre Oakville. If you recall, we had the opportunity to meet Francesco Policaro, the General Manager of the Policaro Group, at a UCR social last year while this was still a work in progress and I am very happy to see the project kicked off and construction beginning. I'm excited to have another world class Porsche dealership in UCR and my hearty congratulations go out to Francesco and the Policaro group for making this happen.

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, July 10, 2012**

**Pfaff Porsche, 115 Auto Park Circle, Woodbridge,**  
**ON L4L 8R1 905-851-085**  
**www.pfaffporsche.com**  
**Speaker: Chris Pfaff**

Pfaff Motors Group, avid Club sponsor and advocate, welcome us to their Porsche Dealership in Woodbridge for our July Social. Their dedication to our Club and its members is demonstrated year after year in their hosting of our Summer Social. The renovations to their Porsche dealership along with their traditional BBQ will assure an exciting event. Bring your family and guests alike for this enjoyable evening with the Pfaff Group.

**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>**  
**Speaker: Auto journalists Jim Kenzie and Kathy Renwald**

The Port Credit Yacht Club welcomes 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.

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 is just steps away from the entrance.

**Please see photos from the UCR**  
**Introductory Driving School (IDS)**  
**at Mosport in April 2012 by by**  
**Michael A. Coates on page 40**

The June Social was delayed by one week, hence the report and photos of this event were not available at press time.

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# NEW MEMBERS

WELCOME!

Name	Location	Model	Thanks To
John Agar & Mary Simpson	Bolton	89-911	Ian Garriock
Roger Alexander	Parry Sound	07-Boxster	Downtown Porsche
Gordon Allcock	Oakville	07-Cayman	Downtown Porsche
Eric Allen & Aliya Visram	Toronto	87-911	
Randy Annett	Azilda	12-911	Downtown Porsche
Moe & Kassia Anwar	Markham	00-Boxster	Al Forrest / Open House
Rodney & Karen Bader	Grimsby	09-911T	
Miroslaw Bajus	Mississauga	12-Cayenne T	Downtown Porsche
Ivan Bandic	Toronto	12-Panamera 4	Downtown Porsche
Vince & Lisa Bennardo	Markham	01-911	Open House
Brooke & Jeannette Bevis	Mississauga	95-911	Open House
Keith & Ron Billings	Aris	09-911S	
David Black	West Hill	05-Boxster	Open House
Frank & Phillip Bruno	Toronto	06-911 S	
Malcolm & Donna Bryce	North York	06-911	
Tim Chelli	Toronto	03-Boxster S	
Anthony Costa	Toronto	12-Cayenne S Hybrid	Downtown Porsche
Albert Crimi	King City	12-Cayenne	Downtown Porsche
David Dal Bello	Toronto	12-911 GTS	Downtown Porsche
John & Mary Davies	Acton	86-944	Mantis Racing
Vince & Dorothy De Feo	Whitby	81-928	Open House
Elvira Deeb	Oakville	12-Panamera Hybrid	Downtown Porsche
Larry & Rosemary Dekkema	Aurora	03-Boxster	Peter Van Velzen
Eric & Teresa Den Engelsman	Thornhill	98-Boxster	Peter Van Velzen
Nav Dhiraj	Milton	12-911	Downtown Porsche
Harry & Linda Easton	Unionville	03-911	Open House
Sencer & Julide Erkaya	North York	96-911	Open House
Joseph Fairbloom	Brampton	12-Cayenne	Downtown Porsche
Russell Fearon	Burlington	12-Cayenne	Downtown Porsche
Susan Fenwick	Thornhill	12-Panamera GTS	Downtown Porsche
Nick & Lisa Finelli	Oakville	91-911	Mantis Racing
Guido & Wendy Gallomazzei	Oakville	06-Boxster	Open House
Charles Hanna	Toronto	12-Cayenne T	Downtown Porsche
Henry Hung	Toronto	12-Panamera	Downtown Porsche
Murray Hurst & Monique Jobin	Mississauga	04-Boxster	Mantis Racing
Natalya Koitman	Toronto	11-911 C4S	Downtown Porsche
Maxim Paul Krukziener	Toronto	12-911 C2S	Downtown Porsche

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

Continued on page 12

# ANNIVERSARIES CONGRATS!

**25**  
YEARS

Leonard Smith

**20**  
YEARS

Tommy & Anna Chan  
Auguste Lecourt  
Jennifer Wakil  
Peter & Lucienne Weeks

**15**  
YEARS

Ron Bell  
Frederic Drolet  
Richard & Jo Hammond  
Randy Smith

**10**  
YEARS

Andy & Michelle De Roos  
Serge Delannoy  
Walter Halupa  
Stephen Hummel  
Eric Jackson

Lee & Monica Mondrow  
Chris Ralphs & Susan Black  
Mike Wachmenko

**5**  
YEARS

Ivars Aziz  
Adriano Clauser  
Konstantin Dzjubei  
Lisa Edwards  
Bob & Anita Ferrara  
Chris & Juliet Kong  
Jennifer Lamb  
Bob Leeming & Dianne Salt  
Steve Post



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# EDITOR'S RAMBLINGS



**Kye Wankum**  
Editor

Just after finalizing my editor's column last month, including the note on the Porsche Cars Canada special deal for tickets to the Victoria Day Speedfest at Canadian Tire Motorsport Park, which included the first running of this season's Porsche GT3 Cup Challenge Canada, I received an unexpected invitation from Michelin Canada to come on out to 'Mosport' to enjoy that very same deal. I was thrilled to accept.

This year, there was quite an impressive field of 21 cars from Ontario, Quebec and the United States in this series, which is really still in its infancy in only its second season. The racing was close and fierce as we got to cheer on our local boys. My congratulations go out to fellow club members, Tim Sanderson and Ilker Starck who successfully competed in their very first outings in this series.

I was holding back Ronan McGrath's article on the new 991 for a month, hoping that I too would get a chance to drive the car and share my impressions. Seems that the car is so popular that even our own Rick Bye who handles the press cars for Porsche, was unable to secure one for me for even a couple of hours over the last few weeks, so we'll be relying on Ronan's thorough feedback.

I want to once again take this opportunity to thank all of our advertisers without whom the production of our newsletter would not be possible. Please be sure to give all of them a chance for your business.

Last month we welcomed Sean Seidman of Richardson GMP - The Seidman Kaufman Group. Sean is an avid trackie with UCR, who I met at the recent Yorkville Exotic Car where Sean was displaying his track car.

Also new to our newsletter is California Detailers, while Formula Traffic Tickets is a returning advertiser.

Lastly, I want to draw your attention to volunteering in the club. This is just as simple as saying, the more you put in, the more you get out. There is a plenitude of opportunity to get involved and help out. Last week, we were one of the car club hosts of the Yorkville Exotic Car Show on Bloor Street with our own tent and set-up there, this week we had the annual UCR Concours at Appleby College in Oakville. Next week, we'll be hosting the annual PCA Club Race at Canadian Tire Motorsport Park - and these are just a few examples... Helping out at these and other events is easy; you'll be sure to have a great time and make some new friends in the process as well. Contact anyone on the UCR Board to find out more on this or to provide suggestions and feedback.

Get involved and enjoy the summer! ☼

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## THE WAY WE WERE...

### 25 Years Ago

Provinz's print run was up to 500 copies. Rothmans-Porsche series 944s were on the cover. After the pictured race, Spensard, Goodyear and Adam helicoptered to Malton so that they could board a flight headed for Le Mans. Membership was adding about 15 per month and we were up to 300. Hans Gramlich, Paul Laurence, Rick Metcalfe and Alex Pankiw joined, among others. Howard & Benedetta Dexter transferred in from Ottawa Region (now Rennsport). A report of 300 drivers at the Watkins Glen Zone 1 DE event, including 10 from UCR. Shannonville DE was now \$55 and events ran on a Friday. Harry Bytsek was to host a lawn picnic with car display in Kettleby.

### 20 Years Ago

Phil White and his blow-up doll Maggie on the cover. Member Scott Goodyear came a close second at the Indy race by 4/100 of a second. Clive Van Wert was set to drive Botho von Bose's 911 to the San Diego Parade. Mark & Angie Herring welcomed 52 new members, among them Kevin Kurnik. DE was now \$170 for weekend events. (Old) Phil White wrote a humorous article concluding that a two-seater Porsche is the only environmentally logical commuter car. There was to be a Chinese Auction headed by Umberto Deboni and a Fun Rally. Bruce Farrow reviewed the "Beginners' Concours".

### 15 Years Ago

Karl Thomson's last issue as editor. The DE weekend rate was \$210. Ron Bell and Johan Carnell joined. Andy Wright and Ian John wrote a lengthy review of our Multi-Event Weekend and Karl Thomson reviewed the newsletter competition results - which we didn't win.

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!

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)

Hi Kye.

Just thought I'd let you know of the prompt mail delivery of Provinz this month. I received the June Provinz on Friday, June 1st. Can't beat that!  
Thank you for your efforts to produce a great magazine each and every month!

Regards,  
Paul Schurter

## UCR WANTS YOU!

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

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

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Hi Kye,

Loved the cover of this month's edition of Provinz [June]. I have one of the fifty-one 1994 Turbo 3.6 cars with the X88 engine option. I bought it new from Pfaff and it was my daily driver (summers only) for several years and still is one of my all time favorites.

Unlike the US package, this car does not have the rear fender air intakes. The style is timeless and the wide hips do give the car a mean appearance, traffic moves aside promptly as you start to fill their rear view mirror. It still is one of the quickest cars on the road and must have far more horsepower than the sticker guaranteed. The interior is a little cramped and pretty basic by today's standards, but this is clearly a car that was built with only one goal in mind, and that is to go!

Great article on a great Porsche.  
John Roth


## Zone 1 Dates & Notes

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

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

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







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## New Members continued from page 7

Name	Location	Model	Thanks To
Kevin Chung Woon Kwan	North York	12-Cayman	David Ip / Open House
Cory Lawrynowicz	Toronto	12-Cayman R	Downtown Porsche
Faxing Li	Richmond Hill	12-Cayenne S Hybrid	Downtown Porsche
Dean & Jackie Lines	London	07-Cayman S	
Tom Lussmann & Sonia Piteo	Toronto	12-Cayman	
David McCaskill	Toronto	06-911 C4S	
Christine Meng	Toronto	12-Cayenne	Downtown Porsche
Patrick & Ryan Michels	Orillia	03-911T	
Gary Moore	Courtice	11-911	
William & Michelle Moore	Oakville	07-911	Downtown Porsche
David Muth	Port Elgin	03-911	Open House
Anne Nicol	Mississauga	12-Cayenne	Downtown Porsche
Murat Ozsan	Toronto	91-911 C4	
Gerhard & Christine Parthe	Cambridge	86-911	
Chris & Mary Pattison	Whitby	05-Boxster	Open House
Alec & Micki Puksa	Hawthorne	08-RS60 Spyder	
Raymond Punzalan	Richmond Hill	06-Cayman	
Wen Bo Quin	North York	11-911 GTS	Downtown Porsche
Constantine Rallis	Toronto	00-911	
Maarten Randeraad & Heather Bogan	Orangeville	05-911	
John Rydall	Oakville	94-911	Open House
Mitchell Salz	Thornhill	12-911 T	Downtown Porsche
Walter Sasseville	Burlington	75-911	
Imtiaz Seyid	Unionville	05-Boxster S	
Alan Shek	Markham	11-911 GT3 RS	
David Smith	Mississauga	12-Cayenne	Downtown Porsche
Graham & Lynda Stewart	London	12-911 GTS4	
Elvis Stojko & Gladys Orozco	Concord	98-Boxster	Downtown Porsche
Antonsureshkumar Swakeenpillai	Markham	12-Cayenne	Downtown Porsche
Venu Tadiyona	Toronto	10-911T	
Gary Thistle	Whitby	03-911	
M. Thuraiarah	Don Mills	12-Cayenne	Downtown Porsche
Giuseppe & Antoinetta Trentadue	Richmond Hill	09-911T	
Peter & Janet Van Velzen	Gormley	02-Boxster	
Jack & Joan Vander Kooy	Richmond Hill	03-Boxster	Peter Van Velzen
Paulo Vieira & Deborah Bernardino	Milton	86-911	
Cliff Walkington & Rob Mollet	Toronto	88-911	Open House
Gord & Marilyn Whatley	Acton	88-928	Open House
Ali Yaser	Toronto	12-911	Downtown Porsche



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## UCR Tech Session

by George O'Neill,  
UCR Tech Editor

*The following article was graciously  
supplied by Pedro Bonilla from Pedro's Garage.*

# Kaboom! Catastrophic Engine Failures

If you go online and check the different Porsche Forums (including mine, PedrosBoard.com) you'd think that these failures are common.

The truth is that only a very small percentage of engines fail, but when someone has an engine failure, the first place they go is the Internet and post about their "self-destructing" engine. Nobody bothers to post that he drove to work and back safely and his engine didn't blow up that day!

So, should you worry about it? I say no. Enjoy your car. Very few have catastrophic failures. Having said that, let me try to quickly and simply explain what these potential failures are.

The one most people worry about is the Intermediate Shaft Bearing failure. Even though it's referred to as the Intermediate Shaft (IMS) failure, what fails is the bearing at one end, not the Intermediate Shaft itself. All of the modern water-cooled Porsche engines up to 2008 have a shaft that runs the length of the underside of the engine block. This shaft is chain-driven from the crankshaft and in turn drives the double camshafts on each bank of cylinders. At one end of the IMS is a sprocket which spins on a bearing. The sprocket is held in place by a small stud that can break, causing the bearing to fail. The bearing can also show excessive wear because Porsche used sealed bearings, which are lubricated "for life".

These bearings eventually, with many miles and many, many heat cycles tend to dry up the "lifetime" grease and because they are sealed and cannot self lubricate with oil, they can start



IMS Bearing

to wear excessively. Eventually, if not attended to, the wear will allow the end of the IMS to move a bit which can alter the engine's timing and catastrophic engine failure can happen. If the engine goes, there is generally so much internal damage that the engine has to be replaced with either a new or a used one (\$8,000 to \$18,000).

There are several remedies. The easiest one is to replace the bearing before damage occurs. This can be done in one of two ways:

- 1- Removing the engine from the car, dismantling it and opening the two engine block halves and replacing the bearing with either an OEM bearing or with an aftermarket one.
- 2- Replacing the bearing without engine removal with a popular aftermarket retrofit, which uses a stronger, non-sealed bearing. This requires the use of a proprietary special tool for removal of the OEM and installation of the new retrofit.

Both of these solutions are costly, so my recommendation is when you need your clutch replaced, at the same time do the IMS retrofit since the transmission, clutch and flywheel have to be removed anyway. The IMS bearing sits behind the flywheel.

Some people have been able to catch the problem before complete engine failure occurs. Some have been lucky when replacing their clutch and caught it just in time while others were able to observe a foul-smelling oil leak that led them to replace the IMS bearing before engine failure happened.

Which cars are prone to this failure? All of the M96/M97 Porsche engines have the IMS and thus are prone to have the bearing fail. These engines can be found in 1996-2008 Boxsters, 1999-2008 Carreras, and 2006-2008 Caymans. Turbos and GT3s have a different engine architecture and don't suffer this malady.

We have also seen Tiptronic-fitted cars and cars that are driven hard, such as those tracked on a regular basis, are much less prone to the IMS bearing failure. We have seen garage-queen cars that failed at 25,000 miles and tracked cars (mine),

which were still running strong at 200,000+ miles. Most of the catastrophic IMS failures come from 1999-2000 Carreras and 1997-2004 Boxsters, but there have also been a few from 997s and 987s as well.

Porsche has never admitted to having a problem with the IMS bearing on the M96/M97 engines. Nevertheless, Porsche changed the design of the IMS no less than four times during the production life of the 996 and 986. They also reinforced the bearings on the IMS and evened out the stress on the shaft by re-designing the cam chains and sprockets in later model years, especially when the M97 engine was introduced (on the 997s and 987s). Curiously, the latest engines (A19) on 2009 and newer cars were completely redesigned to not have an intermediate shaft.

We have also seen the "D-chunk" failure where the cylinder liner (generally in the center cylinder – No. 2 or No. 5) develops parallel cracks and eventually the bottom edge of the cracked cylinder releases a chunk in the form of a "D". When these cracks develop, just as with the porous block engines, some coolant may mysteriously "disappear".



D-Chunk

Another one is the bottom-end failure due to oil starvation (on the track with sticky tires – because of the elevated G-forces that force the oil away from the pump's intakes). What generally goes in these failures are the crankshaft bearings that overheat and break up due to lack of lubrication when the oil pump goes dry on the high lateral-force turns every lap.

One catastrophic engine failure that can be avoided easily by observation is the hydraulic-lock failure caused by a failed oil breather system also known as the Air / Oil separator (AOS). This system is designed to distill oil from the crankcase vent and return the liquid oil back into the engine. When it fails, liquid oil can be drawn into the inlet system causing a hydraulic-locked engine and catastrophic failure. If your car starts smoking heavily on startups on a regular basis it's generally a telltale sign of a bad AOS. A big cloud of smoke once in a blue moon is normal, but not constantly.

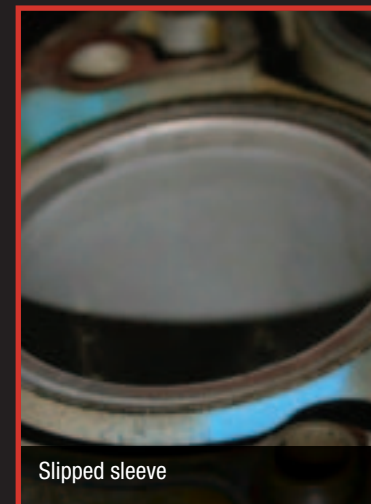
There have also been a few other engine failures which are rarely seen anymore. On the late model 1997 to early 1999 Boxsters there were the porous engine blocks. Because the Boxster was such an unexpected sales success, Porsche had to quickly ramp up production and a few hundred porous blocks delivered to the assembly line from their contractor went undetected by their quality control procedures. Cars with porous engines started filtering coolant into the oil through microscopic pores in the cylinders. The engines that failed this way were generally replaced by Porsche at little to no cost to the owner (even when these cars were out of warranty – this happened to my '98 at 27,000 miles when the warranty at the time only covered through 24,000 miles or 2 years).

Porsche was able to recall most of the porous blocks, but because of the production boom they tried to salvage the situation by boring the cylinders and pressing in a special sleeve into the cylinder thereby sealing the pores. The fix worked, but some of these engines had a slipped sleeve requiring Porsche to also replace those engines as well.

Porsche has never disclosed the failure rates in the M96/M97 engines. percentome Internet figures have these failure rates as high as 20-25% of all engines, but from what I've seen in my own experience and also in discussions with many other independent Porsche techs specializing in engine rebuilds, I'm a firm believer that the catastrophic engine failure rate in the aforementioned engines is only 1 – 2 percent. That means 98 – 99 percent of the engines will lead long and healthy lives!

I think I'll just go for a drive now. To find out more about our cars and their engines, please visit my website at: [www.PedrosGarage.com](http://www.PedrosGarage.com).

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Slipped sleeve

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.



# TEN DAYS WITH THE 991: AN UNFAIR COMPARISON



Story and photos by  
Ronan McGrath, UCR Member





con. The term is overused, but there is no better term to describe the 911, a car that defines the Porsche brand. When a youthful Butzi Porsche designed the 911 he could never have imagined that he had launched a dynasty, a family of cars that would achieve success in every possible sporting venue and which would ultimately outlive him. Each generation has its passionate adherents, and when a new platform is launched, the anticipation of the new car is always muted by the fear of loss, that some of the soul of the outgoing car would slip away. Enter the 991. It has been reviewed worldwide by hundreds of publications. I read numerous reviews, and approached the car with questions. How about the electric steering, for example?

My weekend drivers consist of a 3.6 and 3.8 997RS, which have often been cited as handling benchmarks, and close to the final development of the 997 platform. It was time for an unfair comparison with the RS and also to find out what the new car was like as a daily driver in mixed conditions.

Everyone knew that Porsche had to change. The 997, long at or near the top of the heap, was getting long in the tooth. The Nissan GT-R had delivered a warning shot heard in every other performance car manufacturer. The future included everything from the NSX, a new R8 in a few years, a possible Toyota Supra, and a new Vette among others. The 911 was the target, and someone would start to lead in key statistics. You can't learn all that much from numbers in isolation, but car enthusiasts care about them, so 0-60 times, Nurburgring lap times and so on are discussed and used in promotional material

endlessly. Another and very large group of buyers cares more about everyday drivability, fit and finish, aesthetics, depreciation, and reliability.

I had the opportunity to live with the 991S for ten days. The car was heavily optioned with all of the Porsche acronyms. In profile, the car is to me the best looking 911 since the 993, tautly resolved and much more streamlined in appearance. The larger size is balanced by the 20" wheels. The rear three-quarter view is the least attractive. Although no wider than an RS, it seems fat from this angle. I would have liked to have seen it balanced by larger taillights. The sunroof is strange, leaving an ugly shelf-like extension outside the roof when open. However, it's a great looking car and makes the 997 look a bit old fashioned.

### A NICE PLACE TO BE

911 interiors have sometimes been criticized in the media as being low-rent given the price point, and the 991 interior is a complete rethink. The seats in particular are a huge improvement over the previous regular 997, with adjustable side bolsters, squab and lumbar support. The wide centre console is logically laid out, with the central buttons for changing shift and stability modes grouped logically. Porsche has provided a thicker steering wheel, which is free of buttons. The thicker wheel was a fairly obscure option on previous cars and feels a lot better than the old thin one. The cockpit is a very nice place to be. As with all German manufacturers, the cup holders are mad. Porsche's are strange devices like handcuffs on sticks, which balance threateningly over the knees of the passenger. ➤



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There is a strong impression that this is a much bigger car, thanks to the windshield rake. This greater spaciousness has a couple of less positive results. The top of the deeper dash creates a fair amount of reflectivity. This could be solved by using something less glossy than leather for the dash top. Secondly the “aiming ability” of being able to see the two front wings is no longer possible. Although this was an unexpected change, in practical terms, I got quickly used to it. Most performance cars do not have this feature anyways.

Slipping the 991-shaped key into the slot for the first time, I started the car. The engine is basically an upgraded version of the 997, quiet and smooth, unlike the mechanical rattles of the Metzger in the RS. I put the PDK in automatic initially. The very first impression is of a very refined car, with little of the sportiness of the traditional 911. At low speeds, steering is very light with little feedback. In auto, the car shifts seamlessly up to seventh gear by about 50mph. It sips gas. So far, nothing of the sport-ing 911 is to be felt. However, during a very mixed use of the car, which included a long highway trip to New York, some very aggressive driving on a private road, twisty country roads and dense city commuting, this mode proved to be used more often



than I imagined. On the heavily patrolled I-90 in NY where anything over 70mph will invite a conversation with a State Trooper, I found myself in a relaxed quiet GT.

However, engaging the paddle shift and selecting the Sport plus mode, an entirely different car emerges immediately. The engine noise is suddenly much more aggressive, shifts are immediate and crisp and the car feels taut. The big revelation is cornering. The old 911 slow-in, fast-out has basically disappeared. There is simply no comparison as to how quickly you can corner. The new platform is supremely stable and there is no sensation of the old pendulum effect. I tried this in wet and dry conditions. Based on a lot of experience with the RS, the 991 on street tires can corner equivalently to the RS on track focused PS cups. This is the greatest advance over the older platform. For those used to the traditional eccentricities of the 911 it will be a rethink, but for new buyers it is a much more accessible drive.

### DRIVE BY WIRE

How about that electric steering? The short answer is that at this stage it does not provide the almost magical feedback of the RS (or any of the 997s), especially at lower speeds. However after ten days of daily driving I developed a lot more comfort with it. It is far from bad, and certainly equivalent to most of the competition I have tried. Talking to a number of 991 owners in the UK who have had their cars for a number of months, it would appear that it is not as big an issue as I expected. Certainly, when pushing the car really hard, the whole platform feels very planted and the steering is fine.

As for the ongoing debate about manual versus sequential, it's really a personal choice. When BMW shocked the world by making the M5 and M6 paddle-shift in 2005, I bought one, imperfect SMG and all. Since then I have owned both manual and sequential cars continuously. The question of which can shift faster is long over. I love the feeling of en-



gagement of a manual, but driving a stick in daily commuter traffic on cratered urban roads is not my idea of fun. Having driven a variety of sequential cars on tracks, I am sold on the fact that this is the future. The PDK is lightning fast and, I suspect, will be specified by the majority of buyers. Looking at the trend of performance cars in general, the inevitability is clear. The Ferrari 458, GT-R, all AMGs, and even exotics like the Pagani Zonda are all either sequential or full auto. As there is a seven-speed stick shift available for the 991, the market will decide in Porsche's case. However, the 997 RS was the last 911 to be offered as manual only, and it remains to be seen what happens in the future.

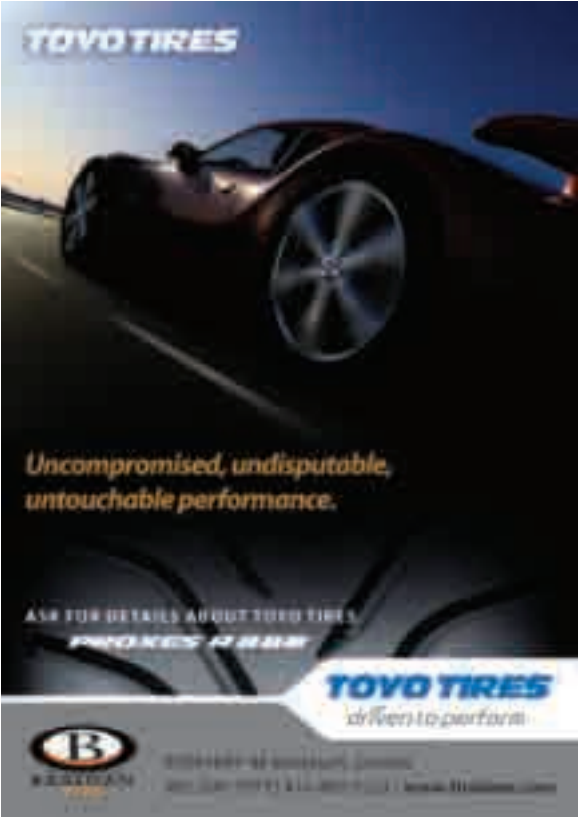
### FOUNDATION FOR THE FUTURE

If the RS represents some of the ultimate development of the past, the 991 represents the basis for the future. It was a genuine surprise to me that the performance was so close. It's a car with two personalities in one—a flexible and quiet daily driver and a true sports car. I suspect it will have a broader appeal than its predecessor. In my unfair comparison, the RS turns me into a misanthrope, hunting for long tunnels to hear the howl of the engine, twisty back roads, and not having to deal with pesky passengers. Like a roller coaster, it's best experienced in short, intense bursts. The 991 can be enjoyed every day in every weather condition, but can also be driven as a true sports car and is much less compromised for daily use while being formidably quick. A 30-minute test drive in the city will reveal little about its real capability.

When I returned the car, I was sorry to see it go. One thing is clear: this new platform is already capable of producing some great numbers. If this is the beginning of the new generation, the C4S, Turbo, the GT3 and subsequent versions should have devastating performance. There will be exciting cars from many manufacturers, creating new choices for buyers. Will the 991 follow its predecessors to the top of the heap? ...I have a strong suspicion that it will. 🌀

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# VICTORIA DAY SPEED FEST

AT CANADIAN TIRE  
MOTORSPORT PARK

Compiled by Kye Wankum, with files from Geoff Britnell, UCR  
Member, and Porsche Cars Canada; photos by Eshel Zweig







Just when I had finished my editor's column last month, advising the membership of a special deal offered by Porsche Cars Canada for tickets to the Victoria Day Speedfest at Canadian Tire Motorsport Park last month, I received an email from Michelin Canada inviting me to the same, also with access to the Porsche hospitality. This was great, and while I had planned to go to see the races anyways, I was now going in style! Thank you, Michelin Canada!

After picking up my friend Rudy Bartling along the way, we arrived to seek out our friends from 6th Gear Racing/Bestline Auto Tech, who were running the 2010 GT3 Cup Car of Marco Cirone in the Platinum class of the IMSA GT3 Cup Challenge Canada. Under their tent, we also found Perry Bortolotti, returning champion of last year's series in a similar car, plus UCR member "Dr. Bob" Seitz, running his 996-based cup car in the Silver category



of the series. Newcomers to the series for this year were UCR members Ilker Starck, running in the Platinum class and Tim Sanderson in the Gold class.

Platinum, Gold and Silver classes are based on the model and age of the particular GT3 Cup car. To find out more about the series, go to <http://www.imsaracing.net>

After saying hello to our friends in the paddock and getting a quick tour of the Porsche Motorsport support truck courtesy of Laurance Yap (I immediately recognized the truck as being the same one I used to spend many thousands of dollars in when I ran in the ALMS over 10 years ago...), we went to find the contact from Michelin Canada, Robert Haggart in the Motorsport shops permanently occupied by UCR supporter, Braidan Tire. We chatted about the series in general and the fact that this year, after a slow start in 2011, it had already grown to a formidable size with 21 cars on the grid for this weekend's features – one race on Saturday and another on Sunday. Good things are indeed on the horizon for this exciting new Porsche racing series, with more competitors expected to enter the fray during the course of this year and in the future.

Robert Haggart asked me if I wanted to be the one to announce the traditional 'Gentlemen, start your engines' for Saturday's race but I thought that honour was best left to Rudy, one of this year's inductees to the Canadian Motorsport Hall of Fame and a Porsche racer for over 50 years. And that's how, after a brief interview over the PA system with Jim Martyn – the announcer at many Mosport racing events, Rudy made the call to get the Saturday race under way. ➤

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**Please read on for details of the races,  
as reported by UCR member, Geoff Britnell:**



J-F LaBarge (Montreal, Qc.) started the 2012 IMSA GT3 Cup Challenge Canada racing series with back-to-back wins to grab an overall series lead at the 2012 Victoria Day Speedfest Weekend at Canadian Tire Motorsport Park. The Montreal native won races on both Saturday and Sunday to jump out in front in the Platinum Cup Series.

Saturday saw SpeedMerchants team member LaBarge finish seven seconds ahead of Etienne Borgeat (Montreal, Qc.) to win first place honours.

Marco Cirone (Toronto, On) of 6th Gear Racing qualified first overall with a lap time of 1:22.986 but was struck by misfortune as he experienced a broken throttle cable, which led to an early exit with a few laps to go.

2011 Gold Series Champion, Shaun McKaigue (Gifford, On.) showed impressive early season form on Saturday, capturing the Gold Series title in his Fer-Pal Infrastructure/Aqua Pipe/PFAFF Sponsored Porsche. McKaigue, racing on behalf of Fiorano Racing took the lead in corner five midway through the race and never looked back cruising to a 46-second victory over second place Bruce Gregory (Kanata, On.).

The Silver Series saw a tightly contested finish as 2011 Champion Robert Seitz (Toronto, On.) of 6th Gear Racing pushed past Gabor Foti (Thornhill, On.) in the final laps for the win.

Professional Canadian sports car driver, Kyle Marcelli (Barrie, On.), was the on-track leader for the entire race, however, the Pfaff Automotive Partners driver ran as an "unclassified" or ineligible entrant in the series to promote awareness for IMSA's Developmental Series as a conduit to the American Le Mans Series. The series does not normally allow professional drivers to compete.

Sunday saw a stiffer challenge for LaBarge as he was pushed by Alegria/Fiorano's Carlos de Quesada (Tampa, Fl), however, the Montreal native remained on top, winning his second in as many races. The two pushed each other for the entire race as de Quesada was only within one millisecond of LaBarge's fastest lap time of 1:23.042.

The second place result was a positive step for de Quesada after coming loose in turn two on Saturday and running into the barrier, leading to a ninth place result.

In the Gold Series, Gregory was able to avenge his Saturday second place finish by winning over Fiorano's Tim Sanderson (Pickering, On).

Saturday's winner, McKaigue was unable to carry over the momentum on Sunday falling to fifth in the category. Even though McKaigue recorded a personal best lap time of 1:25.295, he was unable to push to the front of the pack as a spin-out in corner two midway through the race cost him precious time.

Seitz was able to repeat in the Silver division as Fiorano's Foti once again finished in second place.

LaBarge is currently leading the Platinum Cup standings with a total of 40 points for SpeedMerchants while Gregory is leading by six over McKaigue in the Gold Series and Seitz is leading the Silver Series by four over Foti.

The next race that will occur in the IMSA GT3 Cup Challenge is the 2012 Grand Prix du Canada which takes place on June 8th to 10th at the Circuit Gilles-Villeneuve, Montreal, Quebec. ➤



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### Top Three Finishers by Class – Saturday, May 19, 2012

#### Platinum

1. Jean-Frederic Laberge	Montreal, QC	SpeedMerchants/Prestige Porsche
2. Etienne Borgeat	Montreal, QC	GT Racing
3. Perry Bortolotti	Kanata, ON	6th Gear Racing /Mark Motors

#### Gold

1. Shaun McKaigue	Gilford, ON	Fiorano Racing/Pfaff Porsche
2. Bruce Gregory	Kanata, ON	SpeedMerchants
3. Robert Maranda	Montreal, QC	SpeedMerchants

#### Silver

1. Bob Seitz	Toronto, ON	6th Gear Racing
2. Gabor Foti	Thornhill, ON	Fiorano Racing
3. Leho Poldmae	Baltimore, MD	TPC Racing

### Top Thee Finishers by Class – Sunday, May 20, 2012

#### Platinum

1. Jean-Frederic Laberge	Montreal, QC	SpeedMerchants/Prestige Porsche
2. Carlos de Quesada	Tampa, FL	Alegria Racing
3. Marco Cirone	Toronto, ON	6th Gear Racing

#### Gold

1. Michael Levitas	Baltimore, MD	TPC Racing
2. Bruce Gregory	Kanata, ON	SpeedMerchants
3. Tim Sanderson	Pickering, ON	Fiorano Racing

#### Silver

1. Bob Seitz	Toronto, ON	6th Gear Racing
2. Gabor Foti	Thornhill, ON	Fiorano Racing
3. Leho Poldmae	Baltimore, MD	TPC Racing



Excerpts from Porsche Cars Canada's press release following the weekend:

### J-F LABERGE TAKES A WEEKEND DOUBLEHEADER AS PORSCHE GT3 CUP CHALLENGE CANADA BY MICHELIN BEGINS SECOND SEASON


The fastest growing single-make series in North America sees series rookie win both Saturday and Sunday races in the Victoria Day weekend race event at Canadian Tire Motorsport Park

As the first race weekend of the 2012 Porsche 911 GT3 Cup Challenge Canada by Michelin came to a close, two facts were made perfectly clear: there are new names and faces to be reckoned with and there are old ones as well. While Jean-Frederic Laberge, who is new to the series this year, won both on Saturday and Sunday, he was surrounded by familiar names from last year's series like defending champion Perry Bortolotti and the ultra quick Marco Cirone.


"This was a spectacular weekend for Canadian Motorsports," observed Joe Lawrence, President and CEO of Porsche Cars Canada, Ltd (PCC). "It was another exciting day of Porsche GT3 Cup Challenge racing – close, hard-fought, but clean. It was amazing to watch 21 cars take the green flag today, which represents a four-fold growth in just one season."


"We had a great crowd come out, especially on Sunday, said Laurance Yap, Porsche's Manager of Marketing for PCC. "And most of all, we can't say enough about what the new track management has done to improve Mosport International. After all they did it had to be renamed and Canadian Tire Motorsports Park deserves part of the credit. This track can now re-take its place among the legendary tracks of the motorsports world."  [More photos and schedule >](#)

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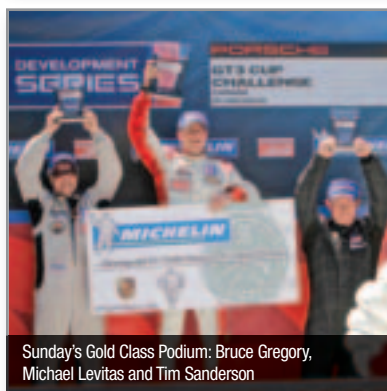
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Laurance Yap with Sunday's podium of the Platinum Class with Carlos de Quesada, J-F Laberge and Marco Cirone



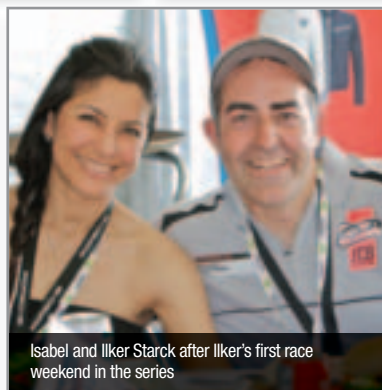
Sunday's Gold Class Podium: Bruce Gregory, Michael Levitas and Tim Sanderson



Laurance Yap of Porsche Cars Canada



UCR's "Dr. Bob" Robert Seitz, winner of the Silver Class on Saturday and Sunday



Isabel and Ilker Starck after Ilker's first race weekend in the series



Porsche Cars Canada president, Joe Lawrence introduces Sunday's winning drivers to the crowd in the Porsche VIP tent



Your editor asks series guest driver, Kyle Marcelli, a professional driver in the ALMS series, about suspension set-up to deal with mid-corner understeer



Joe Lawrence, President and CEO, Porsche Cars Canada



Michelin's Robert Haggart with Sunday's Silver Class Podium: Gabor Foti, Bob Seitz and Leho Poldmae

## 2012 Season Series Schedule

**May 19 – 20**

Victoria Day Speedfest,  
Canadian Tire Motorsport Park, ON

**June 8 – 10**

Grand Prix du Canada,  
Circuit Gilles-Villeneuve, QC

**July 6 – 8**

Summer Festival, Le Circuit  
Mont-Tremblant, QC

**July 20 – 22**

Grand Prix of Mosport,  
Canadian Tire Motorsport Park, ON

**August 9 – 12**

Calabogie Motorsports,  
Calabogie Motorsports Park, ON

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An impressive field of 21 Porsche 911 GT3 Cup Cars competed in three different classes at the Victoria Day Speedfest at Canadian Tire Motorsport Park in the first race of the 2012 season of the Porsche GT3 Cup Challenge Canada by Michelin



## PART 2

**Story and Photos by  
Ronan McGrath, UCR Member**

35



### Weathering the storm

As we cross into New Mexico once again, the sky begins to darken and there are warnings of weather ahead. Clouds form and we can see a major storm system east of us. As the hours go by, the sky turns black and we see thunder flashes to each side of us, the inevitable Panhandle wind whipping at us. We pull into a cheap motel in Amarillo, Texas.

At dawn the next day it's intensely foggy with little visibility. We drive 150 miles following the barely visible road markings, neither passing nor being passed, but eventually get through the storm. As we turn northeast the temperature drops and spring reverses from late to early as the miles go by.

We stop at our last part of Route 66, the Arston cafe in Litchfield, Illinois. Founded in 1924, it moved in 1935 to its current location when 66 was rerouted. It has been family-owned since its founding, and Nick Adam, the owner, proudly shows us the various books of photography of 66 he has been given by visitors and journalists. He has a German language book that is signed by German visitors and a Japanese book with many Kanji inscriptions. He has a constant stream of visitors making the Route 66 pilgrimage. Germans are the most numerous visitors. The food is excellent and the 66 welcome warm as usual.

Our final part of the trip is a straight run through Illinois, Indiana, Michigan and into Ontario. Dogs and cars are fine. Our fuel consumption on the westbound run was 18.2MPG and 11.6 on the return journey. Oil consumption was zero.

Once again, 66 delivered a completely new experience. Still, the journey is not over. There are empty, dusty roads out there, doors of abandoned houses creaking in the breeze, interesting cars in their final resting place slowly rusting away, and above all, the people of 66—the eccentrics, enthusiasts, historians and fans. The open road still beckons, and we will be back. ☼

[More photos >](#)



Old mining trucks, Goldfield, AZ



The nooses and gas chamber chair, Florence, AZ



The author's Great Dane in the back of the Porsche Cayenne

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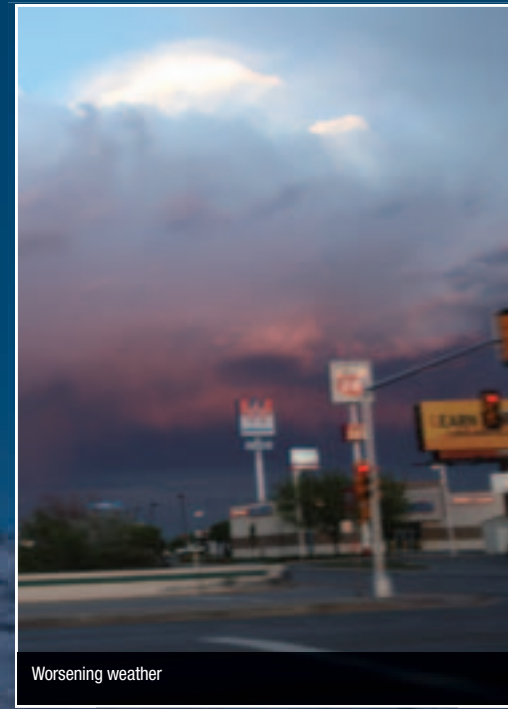
**Sean Seidman, CIM®**  
Director, Wealth Management  
Portfolio Manager

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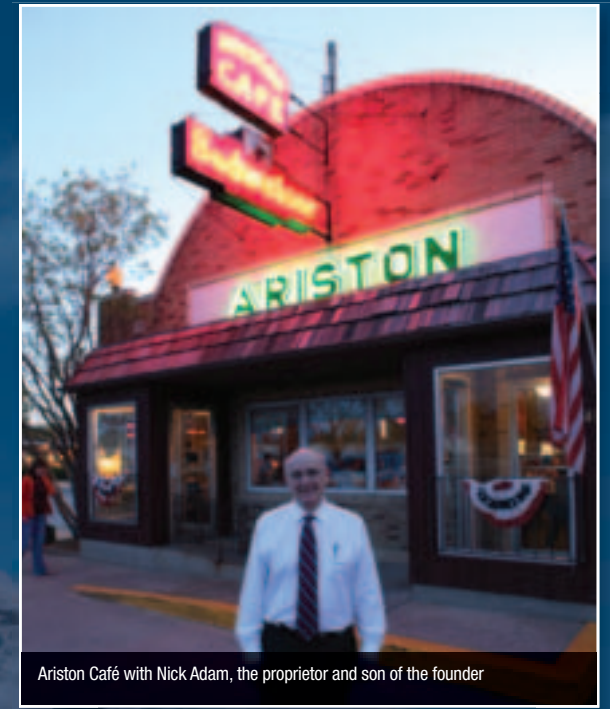




Heading home



Worsening weather



Ariston Café with Nick Adam, the proprietor and son of the founder



Heading from Arizona through New Mexico to Amarillo, TX in worsening weather



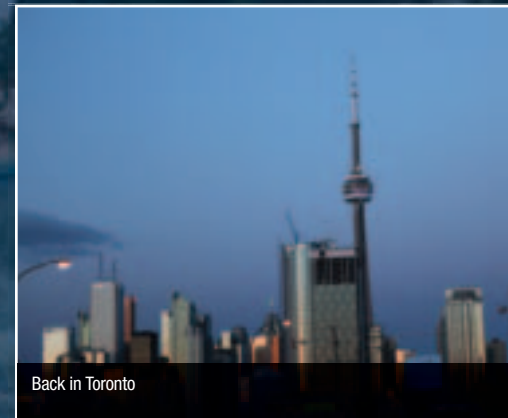
Crossing into Canada



Ariston Café, founded 1924, Litchfield, IL, on old 66



Ariston Café



Back in Toronto

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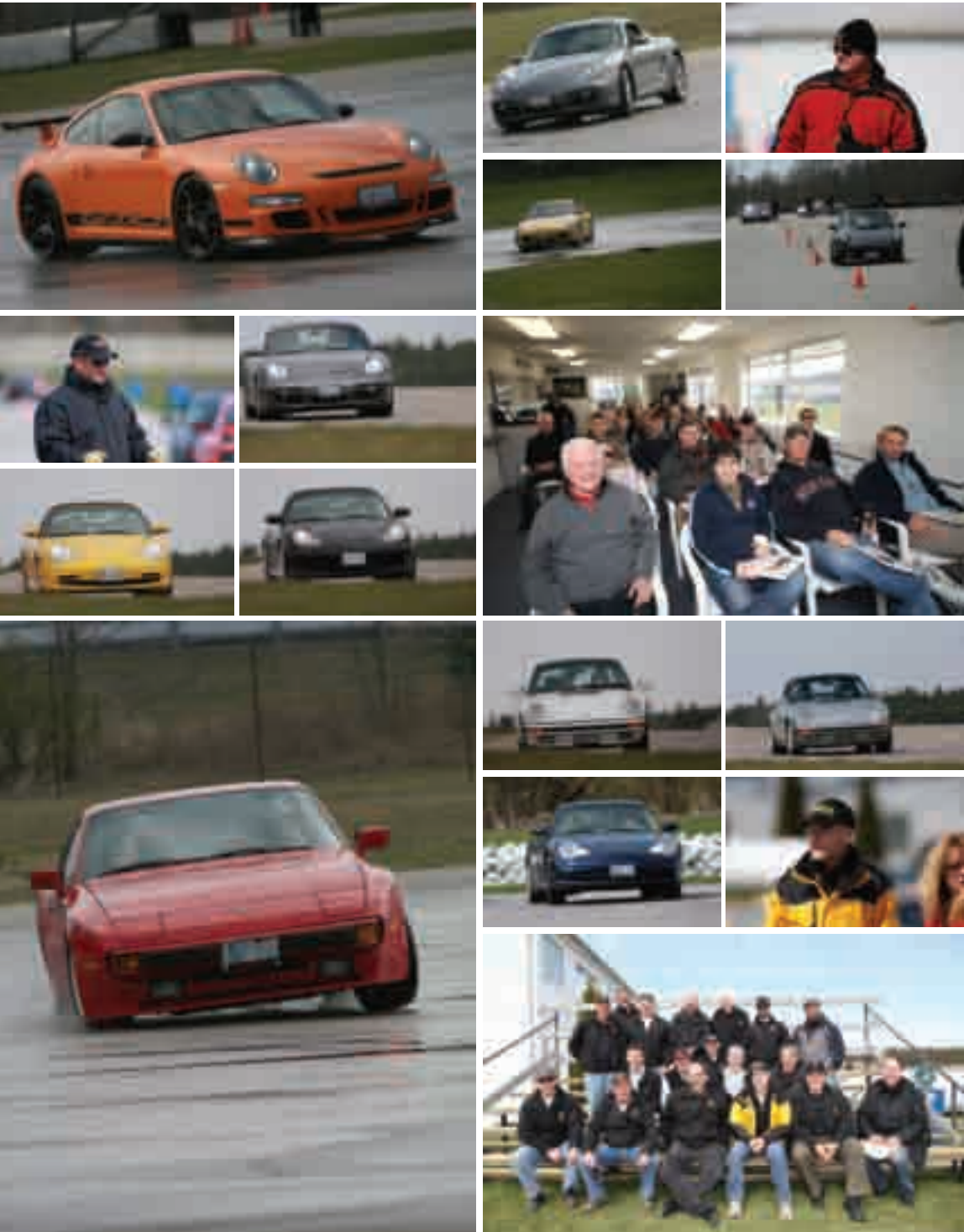
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Past Events: Photos from the UCR Introductory Driving School (IDS) at Mosport in April 2012 by Michael A. Coates



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*Sunshine  
and Smiles*

# The 2012 PCA UCR OPEN HOUSE

**By Paul Ip, Event Chair;  
photos as credited**

Photo by Michael A. Coates

If our forecast in January for a bright sunny day on May 6th could be as accurate as this year, we would all be expert meteorologists. As it turned out, our wish for a beautiful day for the Open House was amply fulfilled, with plenty of sunshine under a bright blue sky, fanned by a mild breeze.

This year we decided to stage the Open House event in Markham, at the Markham Fairground, to appeal to a new generation of Porsche owners and drivers, as well as reaching out to new potential members. Many visitors actually congratulated us on staging this event in Markham this year, which made it easier for them to visit.

The Markham Economy & Sun, the local newspaper, was very supportive and carried a half page write-up dedicated to the event, which apparently helped attract a good number of visitors.

We counted round about 80 Porsches parked at the Markham Fairground during the event, plus the three dozen which took part in the Show & Shine and trade. About 200 Porsche club members and aficionados attended, in addition to the countless visitors to the other two shows on the same site, who streamed into our hall, excited to learn about everything Porsche.

Upon entering the event hall the new Porsche 991 displayed by Porsche Canada was the absolute centre of attention, drawing considerable queries and our friends from Porsche were quite busy handing out flyers.

Ernie Jakubowski's yellow 944 race car was another magnet on the ground, pulling many visitors to its spot. Segal Motorcar



Laurance Yap of Porsche Cars Canada talks to visitors about the new Porsche 991; photo by Eshel Zweig

and Orangeville AutoSport both displayed their choice Porsches for the event. Looking at the busy traffic around our Goodies Store, proprietor Andy Hunt probably had a bumper harvest, too. Vaughan Finetouch displayed a 1967 red 911 S owned by Mike Martin, which was indeed a head turner. In addition, Pfaff Tuning, Dent Doctor, Nineapart, and Ultimate Transportation were all satisfied with the result.

Our event chairs were busy as well, explaining the programmes and schedules to a large number of first-time visitors, many of them new Porsche owners and potential new members.

The People's Choice at the Show and Shine picked the three Porsches they liked best. Syed Ali's 1980 red 911 SC took first honour, his second straight win carried from last year's event. Mike Mar-

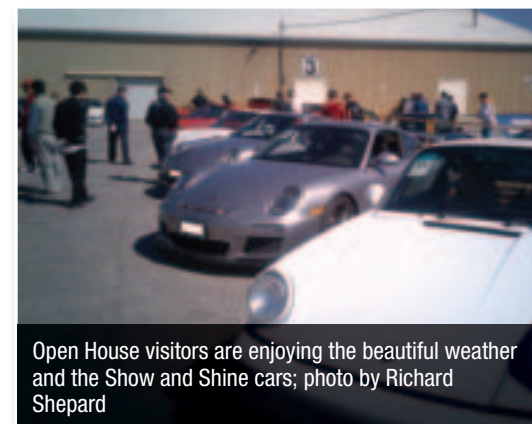
tin's red 1967 911 S took second spot, and Mr. K. S. Ho's 1973 911 took 3rd place, also the same result as last year. Since the voters were all different from last year, these two cars are truly classics of popular choice.

Members and friends were all very animated with updating each other and in exchanges about their beloved road machines. The entire event site was buzzing with activity, where everyone was happy to meet and chat to other like minds.

The writer wishes to thank all the volunteers who helped make this event a success, especially Kye Wankum for creating and putting up all the décor for the event, to Jessica Usselman for hosting the Show and Shine, and to Paul Marrello for helping in the Show and Shine.

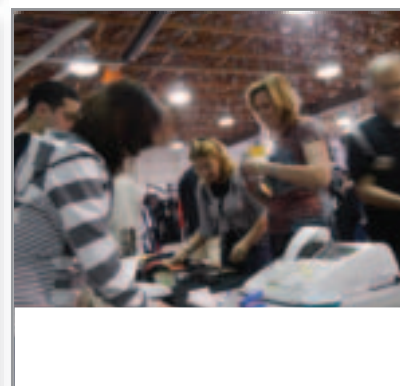
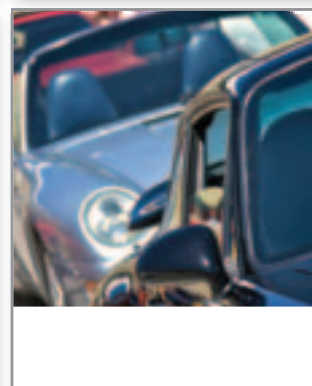
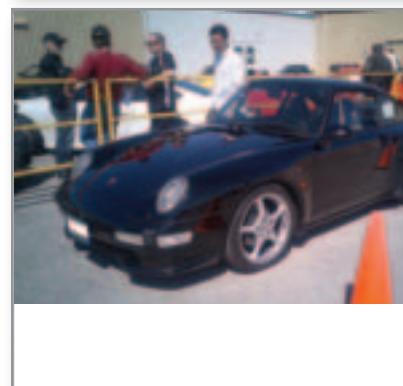
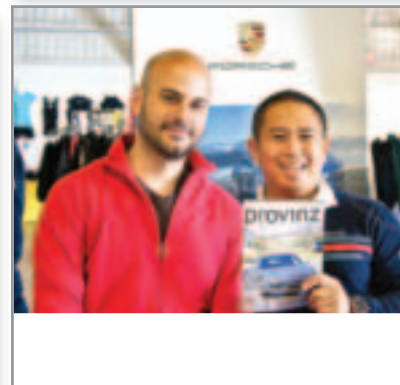
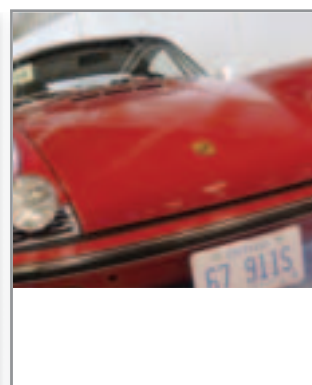
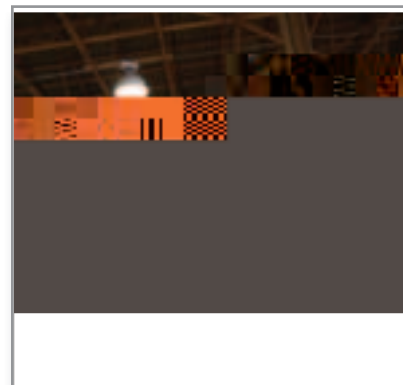
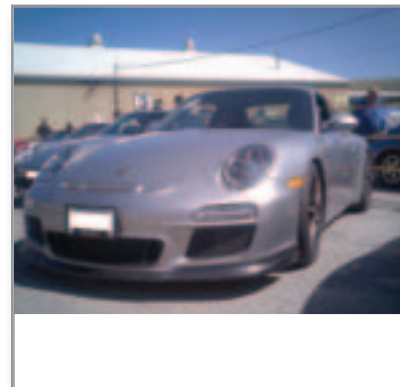
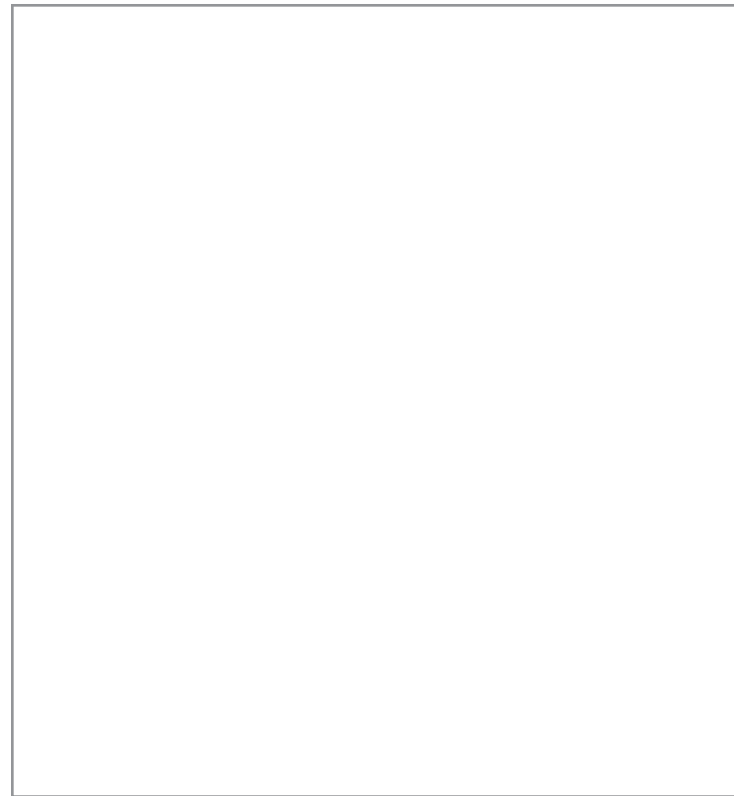


Your editor is hanging up decorative signage at the entrance; photo by Michael A. Coates



Open House visitors are enjoying the beautiful weather and the Show and Shine cars; photo by Richard Shepard





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July 7th  
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**Poker Run/Lunch/Car Show deal:**

- Minimum \$50+ donation/person
- 1.5 hour drive inspired poker run with prizes for you and your "ride"
- Lunch at our homes in Grimsby on the Niagara Escarpment along with the Exotic car show on the farm
- Call to qualify your ride
- 10AM start

**Lunch/Band/Car show:**

- Poker run ends at our homes for Lunch and car show
- Live Blues Band for your listening and dancing pleasure
- Noon to 4PM

**Minimum \$50+ donation per person.  
Tax receipts for net donation value**



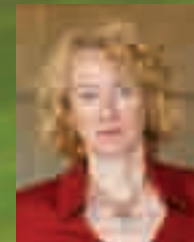

**Call Vaughn to:**

- 1) qualify your ride
- 2) book your Poker Run Day

905-685-6775 or email:  
vaughn.warrington@nbpcd.com

Vaughn & Jennifer,  
Frank & Sandy,  
welcome you to come on out,  
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help our community hospital

# OBJECTS OF *Desire*



**Emily Atkins**  
Provinz Associate  
Editor

## Fast friends

Have you ever had the experience of suddenly realizing that a long-time friend has become much, much more? One day you are hanging out; the next you are making out. In a blink, the old relationship is transformed into an exhilarating romance.

That's how I'm feeling about my car right now. We've been together for just over a year now, and we've had some good times, but the start was a little rough. I was certainly not in love. The car had bad habits, it was lazy and a bit slovenly. The relationship was very one-sided - I paid for every date, bought it presents and spa days, but got little in return.

But in the last month I've suddenly developed a depth of affection for the car, and it's surprising me. It started at race licence school, when I learned how to drive faster at Shannonville. Then the May UCR DE opened my eyes to some new tricks at Mosport.

The giddy feelings of love really started to sink in at a Shannonville lapping day towards the end of May. It was just me and the car; no instructor giving that "three's a crowd" feeling. There really is a different sensation when it's just you and your Porsche out there on the track. You have to rely on each other, trust each other. You have to really know each other. Together we started pushing the envelope of my ability and feeling out the car's performance. But mostly it was the car offering its unwavering support to my growing confidence at speed. The car responds when I ask it, growls obligingly and never complains. And I love it.

What a change. The bad habits have now turned into adorable quirks. I find myself defending the very traits I criticized last year. It's not the car that's changed, it's me. My affection has grown from a tiny spark into full-blown, gasoline-fueled passion.

Love IS blind. And love that builds from friendship over time is the strongest kind. You already know the foibles and flaws, and you are still in awe.

You can fall head over heels instantly with the young and beautiful, but when they know they are all that, the reciprocity can be missing. You are expected to worship, without question, at their feet. I see new, fast cars this way. A gleaming 911 on the lot is a seductress, but will she love you back? Sure, she'll respond to your touch on the wheel, pedals, gearshift, but will you ever know for certain that it's really you pushing her buttons? Infatuation with a flash car is like jumping into bed on a first date. It might be fun, but you may never find out if you actually like each other.

With mine I KNOW it's me making it go where I want, as fast as I want. I love my little, old car. I want to drive it every day. I yearn for the driver's seat to welcome me aboard with a hug, I need to feel the engine rev and the turbo spool and I have to hear the tires chatter at me as we burn through a hard corner. I'm even a little lovesick when circumstances prevent me from communing with it. Catch myself daydreaming at work and jonesing for the drive home.

The feeling of being at one with the vehicle has to be a good thing for your driving. There's a total commitment on your part; trust that the car will perform as expected. It's not just a machine, it's your partner - a partner you've known for as long as it takes to develop a strong feeling. How can you not fall head over heels in love with a sexy, trustworthy, fast friend?

Now if you'll excuse me, my date is waiting in the driveway. 🚗



# Targa Muskoka

An event to be remembered!

## Where and what is Muskoka?

By Walter Murray, Targa Muskoka event chair and UCR Director

We find Muskoka situated 1.5 hours north of Toronto up Hwy 400 and 11. Some 11 million years ago, the last glacier of the Ice Age moved across the region, leaving a rich legacy of wilderness with the southern end of the Canadian Shield traversing the area. It encompasses some 6,475 square kilometres of natural playground, dotted with some 1,600 lakes. The largest are the well-known Lakes Muskoka, Joseph and Rousseau. Muskoka is bigger than many European countries. It is flanked on the east by the world famous Algonquin Park and to the west by the rugged beauty of Georgian Bay.

Across the region, Gravenhurst, Bracebridge, Port Carling and Huntsville provide small-town charm. Arts and crafts abound; you can visit the studios of world-famous artists. There is a choice of 170 different accommodations to stay at after a busy day. Some date back many years, such as the 100-year-old Bala Bay Inn (our base), the Historic Sherwood Inn and Windermere House. More recently built are the JW Marriot Resort and Spa at Minett and a sister hotel at the Muskoka Wharf in Gravenhurst. For the kid in us, there is the well-known Santa's Village in Bracebridge and theatres in all the major towns. The Deerhurst Inn just outside of Huntsville was where Shania Twain got her start; it was also the recent host of the G-8 summit.

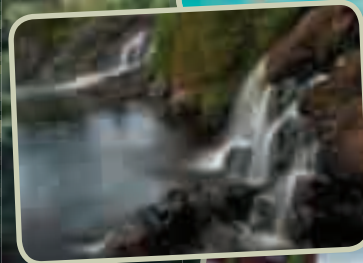
The permanent population is 50,000 and growing, as retirees such as me move to live with nature. Cottagers add another 100,000 and you can now understand why Hwy 400 and 11 get so busy every weekend. But as we say, "Once discovered, never forgotten."

Given its beauty, it is not surprising Muskoka has become a top travel destination. For a second year in a row, National Geographic Traveler has given Muskoka international recognition. In 2011, it was their number one pick, and today is recognized as one of the top 20 "Best of the World Must See Places."

So come and join us and hear the daily performance of 250 species of birds, 50 types of mammals and 25 species of amphibians; stargaze at the world's first Dark Sky Preserve, Torrance Barrens - just down the road from Bala, hike the Trans Canada Trail; enjoy the 2,000 kms of Algonquin Park canoe routes and climb the Dorset Fire Tower for a view that is truly breathtaking. Turn off the iPhone and wash away the stress of the big city as you open your ears and listen to the sound of nature.

While Targa Muskoka will not allow one to fully experience all of Muskoka, it will give you a great taste of why we love calling this Region home. "Once discovered, never forgotten."

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

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

*Vaughn Warrington, [vaughn.warrington@nbpcd.com](mailto:vaughn.warrington@nbpcd.com)*

Bear Manor Fun Run and Exotic Car Show in Grimsby is back this year for its second annual event. This year the Fun Run will be a Poker Run with prizes and we will expand our exotic car show to more brands. We are going to shut down our street for this event so we can add more entertainment with a band, more food and beverages. Mark your calendars for July 7th and get your buddies and their exotics lined up for a full eight hours of fun.

### September 15: GTA East and Farm BBQ

*Helmut and Elizabeth Brosz, [E-m.hbroosz@broosz.net](mailto:E-m.hbroosz@broosz.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](mailto: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 lakeside 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](mailto: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. ☘

	DATE IN 2012	CAR EVENTS	HOSTED BY	CONTACT INFO
1	May 5	<b>Muskoka Spring Fun Run</b>	David & Anne Forbes	<a href="mailto:david.forbes@NBPCD.com">david.forbes@NBPCD.com</a>
2	May 12/13	-	-	-
3	May 19	<b>Collingwood Area Fun Run</b>	Dwight Dyson & Hazel de Burgh	<a href="mailto:dwright.dyson2@sympatico.ca">dwright.dyson2@sympatico.ca</a>
4	May 26/27	-	-	-
5	June 2/3	-	-	-
6	June 9/10	-	-	-
7	June 16	<b>Fun Run to Polo For Heart</b>	Jim MacLean	<a href="mailto:James.MacLean@NBPCD.com">James.MacLean@NBPCD.com</a>
8	June 17	<b>Ancaster and Surrounds</b>	Neil Dowdel	<a href="mailto:neildowdell@hotmail.com">neildowdell@hotmail.com</a>
9	June 23	<b>Summer Rally</b>	Sajjad Butt	<a href="mailto:sadia.butt@utoronto.ca">sadia.butt@utoronto.ca</a>
10	June 30/1	-	-	-
11	July 7	<b>Bear Manor Fun Run</b>	Vaughn Warrington	<a href="mailto:vaughn.warrington@nbpcd.com">vaughn.warrington@nbpcd.com</a>
12	July 14/15	-	-	-
13	July 21/22	-	-	-
14	July 28/29	-	-	-
15	August 4/5	-	-	-
16	August 11/12	-	-	-
17	August 18/19	-	-	-
18	August 26	<b>Collingwood Fun Run</b>	Hazel de Burgh & Don Lewtas	<a href="mailto:hdeburgh@rogers.com">hdeburgh@rogers.com</a>
19	September 1/2	-	-	-
20	September 8/9	<b>Targa Muskoka</b>	Walter Murray	<a href="mailto:murray.dexta@gmail.com">murray.dexta@gmail.com</a>
21	September 15	<b>GTA East and Farm BBQ</b>	Helmut and Elizabeth Brosz	<a href="mailto:hbrosz@broosz.net">hbrosz@broosz.net</a>
22	September 22	<b>North Shore Lake Erie</b>	Porsche of London	<a href="mailto:diane@porschelondon.com">diane@porschelondon.com</a>
23	September 29	<b>Muskoka Fall Fun Run</b>	David & Anne Forbes	<a href="mailto:david.forbes@NBPCD.com">david.forbes@NBPCD.com</a>
24	October 6	<b>Fall Rally</b>	Sajjad Butt	<a href="mailto:sadia.butt@utoronto.ca">sadia.butt@utoronto.ca</a>
25	October 13/14	-	-	-
26	October 20/21	-	-	-
27	October 27/28	-	-	-
28	<i>Events in bold grey italics denote events that are not UCR events.</i>			

## WoO – HoOd?

By John Van Atter, UCR Member

### What does this mean? It means World of Outlaws held on Ontario dirt!

Want a fun afternoon / evening? Join me and some friends at the annual World of Outlaws Race at Oshweken Speedway, a .375 mile dirt oval on Tuesday, July 31st.

Have Bus Will Travel (<http://www.havebus.com/images/ohsjuly.pdf>) offers a package for \$99.00, which includes, transportation (various pickup areas in GTA, mine is Guelph Line and QEW in Burlington), reserved grandstand seating, pit pass, and tailgate BBQ.

**What is an outlaw racecar?** One starts with a 460 CID engine putting out approximately 1,000 horsepower, puts on 4 different sized tires, a huge wing (4' x 8') on top and a smaller wing over the front wheels. Transmission? Not really either in gear or out of gear! Fast? Oh yeah! Exciting? Oh yeah. If you want a fun day join me on this outing! ☘





**Dave Osborne**  
Track Chair

If you remember the news stories a year ago, they were full of “run-away Toyota” tales. The chairman of Toyota was dragged before a Senate committee to explain why he was trying to kill Americans. Those stories have since died away, as the National Transportation Safety Board determined that only six of the more than three thousand reports had any merit at all. Some were caused by carpets on the accelerator, some by pushing down the wrong pedal and some were scam artists either trying to cash in or get out of a lease they couldn’t afford. No one ever explained to me why those involved didn’t just turn the key off and apply the brakes, but what do I know?

Well, you’ll be annoyed to hear that it isn’t over yet. The fact that most of it was nonsense hasn’t stopped a regulatory body called the National Highway Traffic Safety Administration. Despite the problem not actually existing, the NHTSA would like to legislate that all new cars have a program that doesn’t allow both pedals to be activated at the same time. These clever bureaucrats want a computer to keep confused old people from crashing through the front window of their favorite hair salon by taking even more control away from drivers. Apparently they don’t believe in natural selection.

Why should I care? I should care because by introducing another computer control that overrides the pedals, they will create serious consequences for the performance driver. Heel and toe shifting will be eliminated, as you won’t be able to rev the engine for a downshift while braking. Trail braking will be impossible and turbo-equipped cars will be relegated to the back of the pack, as the boost drops off completely.

The main reason that I care though, is it’s just one more interference in the joy of driving. These governing bodies don’t understand that if they’re going to add computer management, the owner/driver should be able to opt out. I would be satisfied with a big on/off

button or a big key with flashing lights. Or two keys turned simultaneously under a clear plastic shield. I’m not controlling a nuclear device. I want to drive my own car.

These aren’t hypothetical thoughts either. A friend of mine purchased an extraordinary GT2, which is definitely a driver’s car. He turns the stability management control off and when the car thinks he’s gone too far, it turns it back on and interferes with his corner management. Since when is off not really off? I can’t imagine that some electronic engineer is a more talented driver than this guy, so where does the manufacturer come off interfering with the enjoyment of his car? If manufacturers and regulatory organizations want to protect people from themselves, I have no objections. However you, as the owner and driver in control, should be able to select “off” without the car arguing with you.

It reminds me of the first Airbus A320 that was computer controlled and fly-by-wire. The pilot configured the aircraft (landing trim) to skim the runway at the Habsheim Air Show in France. When he fire-walled the throttles to climb out again the computer decided that it was not the proper way to land an aircraft, overruled him and finished the landing... in the trees at the end of the runway. The new plane was a fireball and three people were killed. Computers don’t do everything better than people. Flying and driving are definitely two of them.

Speaking of driving, July is an awesome month for your participation in driving events. We have the three-day Advanced Solo Lapping group at the UCR Club Race as well as the three-day Can/Am event where we share the weekend and the track with our friends at NNJR. Both of these events offer an extraordinary amount of track time, camaraderie and food. It’s usually some of the best weather of the season too, so sign up and join us at the track for some great fun.

Since you’re going to be there anyway, why not sign up as a volunteer for the Club Race. You’ll not only attend but you’ll help Mike Edmonds and his crew stage another fantastic event. We are also hosting the BMW races in conjunction with the PCA event this year, so there will be much to see and experience.

We’re getting down to the wire on the August Calabogie event as well. Go to the CMP website ([www.calabogiemotorsports.com](http://www.calabogiemotorsports.com)) and have a look at their amazing facility. August is our opportunity to have an Advance Driver Education event at a track other than Mosport, so sign up now and join us. The Calabogie track is nestled into the beautiful countryside, so the

drive there is almost as enjoyable as the event itself. The track has a high grip level and its many corners will test your skills and your stamina. We have a choice between Shannonville and Calabogie in August, so vote with your registration and let us know what you think after the event. Your feedback is how we organize these events for you.

On the lighter side, I was driving through town this morning and a driver to my left decided to make a right turn in his loaner car. I slammed on the brakes, spilling hot chocolate all over the dash, but I missed him as he swung across in front of me. In big black print on his back bumper it said “Courtesy Car”. I’m still laughing.

See you trackside. ☼

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Kurt Bergmanis, Member Ontario Trial Lawyers Association  
Member PCA UCR



**Bergmanis, Preyra LLP**  
Personal Injury Lawyers

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



# MART

**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.

**2001 Porsche 996TT;** Completely Factory Original!! ONLY 48,000 km's! Six speed, Full black leather interior; eight-way power seats. Aluminium shifter, park brake and door sill plates. Hand stitched leather steering wheel (\$1,800. value). PSM control. Digital premium stereo. Compact disc. Four wheel drive. Eighteen inch turbo II wheels with four brand new tires! Crested wheel centres. Bi-Xenon headlamps. Seal Grey Metallic paint, rear wiper. Full clutch kit at 37 K km's, upgraded 997 wires and fresh oil just performed. Local Ontario car, 2nd owner. No paintwork or accidents of ANY kind. I purchased it from SEGAL Motorcar. Only 48 K km's! Asking price,: \$56,900.00. Please contact Terry at (416) 801-7428\*

**1995 993 Porsche 911 C2;** Black on black 993 in very good Condition; this is my own car. I purchased it from Segal motorcars in 2009. I have maintained it perfectly. I am a 37-years experienced Porsche Specialist and shop owner. Sport exhaust, Autoart wheels and 1-year new tires, K&N filter, lowered suspension, Alpine stereo with Ipod interface, new speakers, new battery. Absolutely no oil leaks. Safety cert. E test; Clean outside, inside and underneath. 116,000 km's. Call me for an appointment. Jay Lloyds, Lloyds Autosport Inc. This car is an OBD I system not an OBD II, therefore warning sensors and diagnostics are much less hassle than the newer cars. Asking price \$37,500.00. Please contact Jay at (416) 273-7821\*

**1985.5 Porsche 944;** Rare sunroof delete coupe. Exceptional condition. Recent services include new timing belt, water pump, fluid flush, aluminium control arms and ball joints, spark plugs, wires, distributor cap and rotor. New low pressure R24 air conditioning, including new compressor, receiver dryer and all lines. Fresh alignment, front brakes with cross-drilled rotors and pads. Seats, steering wheel and shifter show no signs of wear. Driver and passenger floor still have original plastic protection from the factory. 44,000 miles. Appraised at \$15,000. Insurance is \$160 per year. Will be sold certified. Asking price: \$12,500.00. Please contact Wallace at (905) 263-2685\*

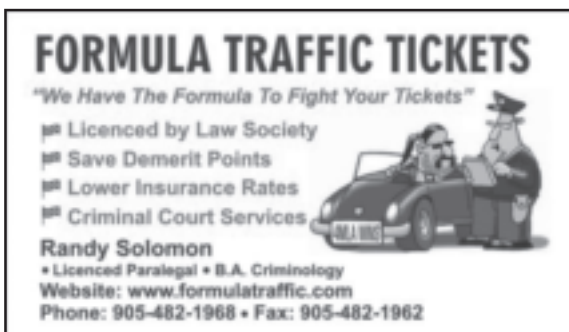
\*These ads were copied from the UCR website. For many more listings, please go to 'Classifieds' at: [www.pcaucr.org](http://www.pcaucr.org)

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

Submit non-commercial ads  
with up to date member number to: Porsche Provinz  
Attn: Kye Wankum, Editor  
[kye.wankum@rogers.com](mailto:kye.wankum@rogers.com)

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

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


# TECH CENTRES

## TORONTO

**Downtown Fine Cars**  
4080 HW7 East, Markham, L3R 1L4  
416 961-6820 [www.downtownfinecars.com](http://www.downtownfinecars.com)

**Downtown Fine Cars**  
68 Parliament St. Toronto, M5A 0B2  
416 603-9988 [www.downtownfinecars.com](http://www.downtownfinecars.com)

**G Tek Automotive**  
26 Cranfield Rd. Toronto, M4B 3H1  
416 755-7884 [jack@gtekauto.ca](mailto:jack@gtekauto.ca)

**HP Cars Service**  
1890 Lawrence Ave. E. Toronto, M1R 2Y5  
416 752-7280 [saleshpcars@gmail.com](mailto:saleshpcars@gmail.com)

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

**Lloyds Autosport**  
36 Fieldway Rd. Etobicoke, M8Z 3L2  
416 273-7821 [jay@lloydsautosport.com](mailto:jay@lloydsautosport.com)

**MVS Motors Ltd**  
112 Select Ave Unit 5, Toronto, M1V 4A7  
416 412-3777 [mvmotorsltd@rogers.com](mailto:mvmotorsltd@rogers.com)

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

## NORTH

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

**Auto Select**  
1228 Gorham St. Unit 8 and 9  
Newmarket, L3Y 8Z1  
905 853-0442 [autoselectrepair@gmail.com](mailto:autoselectrepair@gmail.com)

**Bestline Autotech**  
40 Doughton Rd. Unit 3, Concorde, L4K 1R2  
905 482-3955 [bestlineautotech@gmail.com](mailto:bestlineautotech@gmail.com)

**Daytona Auto Centre**  
5309 Highway 7, Woodbridge, L4L 1T4  
905 264-9982 [www.daytonaauto.ca](http://www.daytonaauto.ca)

**Downtown Fine Cars**  
4080 HW7 East, Markham, L3R 1L4  
416 961-6820 [www.downtownfinecars.com](http://www.downtownfinecars.com)

**EU Autowerks**  
681 Chrislea Rd. Woodbridge, L4L 8A3  
905 850-7600 [service@euautowerks.com](mailto:service@euautowerks.com)

**Exurocar Elegant Automobiles**  
4296 Carlyon Line, Orillia, L3V 6H4  
705 327-8672 [exurocar@rodgers.com](mailto:exurocar@rodgers.com)

**Fiorano Racing**  
29 Pemican Court, Unit 8, North York, M9M 2Z3  
416 741-1696 [fioranoracing@hotmail.com](mailto:fioranoracing@hotmail.com)

**Greenlink Auto**  
23 Harlech Court, Thornhill, L3T 6L5  
905 707-1921 [greenlink\\_auto@yahoo.ca](mailto:greenlink_auto@yahoo.ca)

**Hockley Autosport**  
8981 Hockley Rd. RR#1, Palgrave, L0N 1P0  
905 729-2971 [hockleyautosport@hotmail.com](mailto:hockleyautosport@hotmail.com)

**Pfaff Porsche**  
101 Auto Park Circle, Woodbridge, L4L 8R1  
905 851-0852 [pfaffporsche.com](mailto:pfaffporsche.com)

**Sports Car Boutique**  
85 Glen Cameron Rd. Thornhill, L3T 1N8  
905 731-0700 [ilker@sportscarboutique.com](mailto:ilker@sportscarboutique.com)

**T.E. Parolin & Sons Motor Car Sales Ltd.**  
1864 Seymour St. North Bay, P1B 8G4  
705 474-0241 [jayme@teparolin.ca](mailto:jayme@teparolin.ca)

## EAST

**Blaszak Precision Motorsports**  
4835 Holmes Rd. Inverary, K0H 1X0  
613 353-7012 [markus@kos.net](mailto:markus@kos.net)

**Competition Motors**  
203 Sunningdale Drive, Belleville, K8N 4Z5  
613 967-1481 [info@competitionmotors.ca](mailto:info@competitionmotors.ca)

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

**Madeley Automotive & Diagnostic Service**  
1736 Bath Rd. Kingston, K7M 4Y1  
613 634-0306 [madeley@madeley.com](mailto:madeley@madeley.com)

**Response Engineering**  
1858 Manning Rd. Whitby, L1N 3M3  
416 526-3487 [yarko.mackiwsky@hotmail.com](mailto:yarko.mackiwsky@hotmail.com)

**RoadShow Automotive Appraisals - Bruce Farrow**  
118 Woodview Dr. Pickering, L1V 1L2  
905 509-4940 [roadshowauto@aol.com](mailto:roadshowauto@aol.com)

## WEST

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

**Eurotune**  
31 Travelled Rd. Caledon Village, L0N 1C0  
519 927-9929

**Furtmair Auto Services Inc.**  
51 Bridge St.E. Kitchener, N2K 1J7  
519 576-9972 [fast@furtmair.com](mailto:fast@furtmair.com)

**German Autotech Inc**  
621 Colby Dr Unit#1 Waterloo, N2V 1B4  
519-880-0227 [mike@germanautotech.ca](mailto:mike@germanautotech.ca)

**J.B. Hunter Motorsports**  
1711 Mattawa Ave. Mississauga, L4X 1K5  
905 272-5137 [brent@huntermotorsports.ca](mailto:brent@huntermotorsports.ca)

**Keltech Performance**  
1625 Trinity Drive. Unit 20  
Mississauga, L5T 1W9  
905 565-9888  
[Liam@keltechperformance.com](mailto:Liam@keltechperformance.com)

**Leny's Automega**  
275 Dundas St E. Mississauga, L5A 1X1  
905 803-8473 [john@lenysautomega.com](mailto:john@lenysautomega.com)

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

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

**Porsche of London**  
600 Oxford St. West, London, N6H 1T9  
519 601-1322 [geoff@porscheoflondon.com](mailto:geoff@porscheoflondon.com)

**RSP Motorsports**  
15 Springfield Way, Komoka, N0L 1R0  
519 474-7700 [info@rspmotorsports.com](mailto:info@rspmotorsports.com)

**Tatra Motor Sport**  
100 Bessemer Rd. Unit 2, London, N6E 1R2  
519 870-9642 [alexveronac@rogers.com](mailto:alexveronac@rogers.com)

**Zorotech Inc.**  
339 Fruitland Rd. Stoney Creek, L8E 5M8  
905 643-5538 [zhavanja@zorotech.ca](mailto:zhavanja@zorotech.ca)

## RENNSPORT AND U.S.

**Athol Motor Car**  
184 Reading St. Buffalo, 14220  
716 824-2276 [atholmotorcar@adelphia.net](mailto:atholmotorcar@adelphia.net)

**Auto Import**  
1777 Woodward Drive, Ottawa, K2C 0P9  
613 226-7902 [jeff@autoimport.ca](mailto:jeff@autoimport.ca)

**Autosport MG**  
136 Domaie Martin, St Colomban, J5K 1J5  
450 431-0332 [michel@amg944.com](mailto:michel@amg944.com)

**Mark Motors**  
611 Montreal Rd. Ottawa, K1K 0T8  
613 749-4275  
[service@markmotorsottawa.com](mailto:service@markmotorsottawa.com)

**Tapp Auto**  
39 Cleopatra Drive, Ottawa, K2G 0B6  
613 225-8780 [service@tappauto.com](mailto:service@tappauto.com)



# PERIPHERAL VISION



**John Adam**  
UCR Historian

Choices have to be made...

In May, we took a drive across Germany to Austria to visit museums at Porsche, Mercedes Benz and Red Bull. We also visited with Alois Ruf and wife Estonia. I could write a book about each one, but Provinz doesn't allow me that much space. New in the news is that by the time you read this, Porsche AG rep for Porsche Clubs, Paul Gregor, will have re-located to Atlanta. Paul's family roots are in the UCR area and we hope to see more of him in the future.

Without doubt, Parade is usually the social highlight of our year. The 2012 Parade in Salt Lake City, UT is this month. We can get together with over 1,500 like-minded Porsche nuts and have a great time. The venue holds a lot of promise and I am sure that there will be a lot of stories to tell. Sometimes Parade conflicts with other events in our lives and so we have missed a couple of Parades since 1983.

Directly after completing our duties at the UCR Club Race, we will drive to Buffalo with an overnight stay and then an early morning flight to Salt Lake, arriving in time for the Parade Concours d'Elegance. UCR has five primary registrants + spouse/partners making the trek to Utah: John Adam, William Martin, Douglas Tripp, Botho von Bose and Zone 1 rep Jennifer Webb. UCR participants have trophied at a variety of events and usually bring home trophies and door prizes. I hope that we will win the membership trophy once again this year.



With Paul Gregor, the Porsche AG rep for Porsche Clubs



The Porsche Museum in Stuttgart

It seems like only yesterday that our first track event was getting under way. Actually, it was - Provinz deadlines being what they are. We always enjoy seeing our American friends and Rennsport members taking advantage of our Mosport weekends. In fact, they like our track so much, Northern New Jersey Region sponsors a Mosport weekend in July and has been coming to Mosport since 1974. They are back again this year but their upcoming three-day weekend at Mosport is during Parade week. Drat.

Just like at a buffet, we just can't do it all... you have to make choices.

We look forward to seeing you at upcoming events. Stop by and say hi, we are in car #51.

Feel free to call if you want to know more about tracks, hotels, drive times, or whatever. Phone 905-270-2991 or e-mail johnqadam@rogers.com ☎



Rosemary and John Adam with Alois Ruf (middle)

# BOARD MEETING

Minutes for May 1, 2012 - Submitted by Mike Bryan

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

**Attending:** Del Bruce (Chair), Mike Bryan, David Forbes, Otto Mittelstaedt, Walter Murray, Horst Petermann, Arthur Quinlan, Tim Sanderson, Martin Tekela

**Regrets:** Mike Edmonds, Mario Marrello, Tomiko Murk, Richard Shepard, Isabel Starck, Kye Wankum

**Meeting Open: 6:43 pm**

**Del Bruce (acting as Chair in Mario's absence)**

**Introduction**

- Confirmed the agenda.
- Arthur moved that the Minutes of the April 3rd board meeting be approved, Seconded by David. One correction - the date in DE update changed to 2012.

**Mike Bryan**

**Membership Report**

- Official stats not yet available, but PCA web site shows end of April primary member count at 1992 and family/friend members at 1208 for a total of 3200.

**Tomiko Murk**

**Treasurer' Report - Not available at this time.**

- Tomiko has since noted that a comment regarding 'increase in revenue suggested by increasing membership dues' attributed to her name in the minutes for April 3 was in fact not made by her and was placed there erroneously.
- Mike confirmed ruling from CRA that HST need not be applied on invoices to sponsors.

**Jennifer Webb**

**PCA Zone 1 Rep Presentation**

- Provided facts about PCA, e.g. Established in 1955 and is now the largest single brand car club in the world, with over 60,000 primary members and a total of more than 100,000, including family/friend affiliates. Jennifer explained PCA's management structure and strategic planning process. Walter suggested that the UCR board make a resolution at a future date to request a copy of PCA's 3-year budget projections.
- Jennifer commented on the 2007 membership survey. This has provided a useful benchmark against which to measure trends and member needs recorded in the upcoming 2012 survey. The results will be useful to PCA and its 139 regional clubs, like UCR, in planning activities and communications that meet the needs of changing member profiles, e.g. the growth of SUV and sedan owners within the club. It was agreed that the survey results should be shared with the membership once the 2012 survey is completed and when the 2007 and 2012 results can be shown together.
- Jennifer suggested that UCR might like to consider hosting a PCA Escape - the annual North American multi-event weekend. The primary goal of PCA Escape is to provide a fun venue for club members to congregate to enjoy their cars, social activities and experience a new place.
- Volunteers are needed during the Grand Prix of Mosport on July 20-22, 2012 to host a membership station and PorschePlatz.

**Horst Petermann**

**Club Race**

- The submission has been made to PCA for UCR to run its club race.

- Registration will open on May 21.
- The BMW Club Racing event application has been submitted (the BMW Trillium Club is donating \$8000 to run their own race during our club race, as reported at April's board meeting.
- Key support personnel confirmed.
- Web site updates submitted to Otto for posting.

**Mario Marrello**

**Open House**

- Del reported that Mario and Paul Ip had advised that preparations were complete for this driving season launch event. It will showcase UCR's activities to both members and non-members on May 6 at Markham Fairgrounds.

**Kye Wankum**

**UCR Concours d'Elegance**

- Plans are underway and sponsors have been secured for this June 3rd event at Appleby College, Oakville.

**Yorkville Exotic Car Show, Toronto**

- UCR is a host car club and encourages members to register their cars for display at this Bloor Street event scheduled for June 17th. UCR will provide volunteers and be visible with a membership info tent manned by John and Rosemary Adam and Mike and Pam Bryan.

**Kye Wankum / Richard Shepard**

**Provinz**

- The 60-page May issue will have 40 in colour, the most ever. Late submission of some articles and ads has increased costs and work.
- Several new advertisers welcomed for May. The YTD average cost per member per issue is \$1.20.
- Volunteers are still being sought for the editor and advertising sales roles.
- Both roles are supported by the Provinz team as a whole, so any member with some basic experience in these areas should apply to Kye to learn more. Mike advised that he will meet with Kye and Richard to continue working on role descriptions and succession planning for the whole Provinz team, the purpose being to reduce the workload of individuals and ensure that the range of tasks are shared equitably.

**Otto Mittelstaedt**

**Web Site**

- Otto advised that he welcomes friendly reminders about publishing promotional articles on UCR events through the UCR web site.

**Del Bruce**

**Driver Education**

- Registrations are running at higher levels than 2011. May DE registration closed at 138. Braidan Tire sponsored track day was a success with 78 registrants. About 33% of Introductory Driving School participants have signed up for DE.

**Charity Run for Durham Down Syndrome Association**

- Plans well underway for this Porsche-Abilities Family Fun Day scheduled for June 8th at Mosport. Need promotional material to be published this week.
- The DDS Association will send volunteers to May's DE to see how UCR track events are run. This event will operate under Parade Lap rules. ➤



**Walter Murray**  
**Targa Muskoka**

- Promotion of this September weekend fun rally will continue. 20 registrations already received. Only 20 more places left, so members need to book soon to avoid disappointment.

**David Forbes**  
**Fun Runs and Rallies**

- Rally planning progressing well.
- Eight Fun Runs are currently scheduled. Muskoka Spring Fun Run is capped at 30 cars. Members should book early to ensure a place on the Fun Run of their choice. It was suggested that three groups of ten, with radios at the front and back of each and one in the middle, would help the event to flow well and keep all cars in the right place.

**Monthly Social**

- The June social at Downtown Porsche will be held on Tuesday, June 19th.

**Isabel Starck**  
**Braidan Tire Open House**

- This had been a successful event with about 30 members in attendance. A lot of great information on tires for both street and track was shared by the organisers.

**Mario Marrello**  
**Autocross**

- Del reported on behalf of Mario that \$200-\$300 would be spent on replacing equipment for the upcoming Autocross season.

**David Forbes**  
**Canadian Motorsport Hall of Fame**

- David was proud to report that inductee, Rudy Bartling, had been acknowledged as a PCA member at the awards banquet on April 21st. As per the decision at April's board meeting, UCR will cover the cost of unsold tickets at the table it sponsored, i.e. \$1600.

**Martin Tekela**  
**Nominating Committee**

- A short list of candidates for UCR president has been compiled and the committee will be required to submit the slate for the 2013 board by August.

**Mario Marrello**  
**Any Other Business**  
**BMW Club Street Survival School**

- The BMW Club has asked if UCR would help promote this program to instil safe driving techniques in young people. It is open to young drivers of all vehicle makes. It was agreed that we would promote the program through our web site and Martin will send the material for publication to Otto.

**Mike Bryan**  
**Canopy for UCR and Public Events**

- Mike provided PCA/UCR branded designs and pricing for a canopy for use as a membership promotional booth, a help desk, etc. at club and public events. This would also be of interest for the DE team as a worker assignment tent. It may be possible to store the canopy in a van at Mosport. Mike was asked to obtain competitive quotes and to choose a lighter/cooler colour than black.

**Porscheplatz at Grand Prix of Mosport**

- Volunteers are needed to staff the private tented area for Porsche owners at the American Le Mans Series Grand Prix of Mosport on July 21 & 22.

**Next meeting location**

- To be advised.

**Meeting adjourned 9:27 PM** 🚗

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