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



June 2012

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Cover photo: The ultra-rare 1994 Porsche Turbo S, photographed by Eshel Zweig

PRESIDENT'S MESSAGE



Mario Marrello
UCR President

May is always such a great month. I know we didn't have much of a winter this year, but even so, May seems to bring the best weather. Flowers bloom, the grass grows greener and most importantly, our roads are well decorated with the ever-increasing presence of Porsches.

May was a busy month for UCR. Our first major event outside of the Introductory Driving School is the Open House. This event traditionally kicks off the driving season and provides our membership with the opportunity to polish up their Porsches for a show and shine, meet all event chairs so they can get their questions answered and then plan their event calendars, discuss opportunities with vendors and perhaps pick up a new item or two at the Goodie Store.

This year, the Open House was held at the Markham Fairgrounds in the northeast corner of the GTA. Under the expert leadership and guidance of Paul Ip, this event was a great success - very well organized and very well attended. We didn't count people, but I was there and I can say that I met more people and saw more Porsches at this Open House than any other I attended. Thanks to everyone involved in making this event work.

The May social was held at Audio Excellence in Vaughan. Adrian Low hosted a fantastic evening with good food and drink. Adrian and staff informed and entertained us with quite a bit of information on home theatres and audio systems. I certainly came away with a greater appreciation for the technology and options available to build a high quality home theatre. I want to personally thank Adrian and his staff for generously donating their space and highly coveted door prizes. Even if you didn't win anything (I didn't) everyone was happy to leave with a goodie bag containing more information and a very entertaining CD sampler. Thank you to Adrian and staff.

On the weekend of May 18-20, Porsche Cars Canada hosted the Porsche GT3 Cup Challenge at Canadian Tire Motorsport Park (aka Mosport). This was the first major racing event at CTMP of the year and

Porsches are a big part of the attraction. I hope you made it out there to cheer on your favourite driver. UCR had four members (that I know of) in the event.

June is even busier than May. The June social will be hosted by Downtown Fine Cars on June 19. For veteran club members, this is the third Tuesday, not the usual second Tuesday of the month. Make sure you check out this issue of Provinz and the website for more details.

For those who would like to spend some time pampering their cars and showing off the fruits of their labour, the UCR Concours will be held on Sunday, June 3, at Appleby College in Oakville. Those of us who have been with the club for a while may remember this great location to show off their cars. The UCR Concours is a very relaxed event and even if you don't want to put your car on display, come over to see the magnificent display of machinery in a great setting.

For those drivers out there, June is ripe with opportunities to take our Porsches out for some exercise.

June 8-10 is the June DE at Canadian Tire Motorsport Park. June 8 is being reserved for our charity run day for the Durham Down Syndrome Association. June 15-17 has the Zone One 48 hour DE event at Watkins Glen. June 23 is the summer rally, one of only two rally events this year, each hosted by Sajjad Butt. Finally, on June 24, I will be hosting the first autocross event of the season at the Toronto Star in Woodbridge.

As always, I can't thank enough all the volunteers who make this club so great.

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

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 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 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 for details)
18-19 Sat-Sun UCR Driver Education at Calabogie

SEPTEMBER

8-9 Sat-Sun Targa Muskoka (see article within)
11 Tues UCR Social Meeting (visit pcaucr.org 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 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 for details)

DECEMBER

11 Tues UCR Social Meeting (visit 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, June 19, 2012

(NOTE: 3rd Tuesday of June)

**Downtown Porsche, 68 Parliament Street, Toronto, ON
M5A 0B2 416-603-9988 www.dfcporsche.com
Speaker: TBA**

Downtown Fine Cars (DFC), long standing club supporter and advertiser, hosts our June Social at their Downtown Porsche location. Due to their commitment of track events, excitement, and sincere desire to host UCR members and guests, we made concessions and delayed our Monthly Social by a week. DFC is sure to not disappoint as each and every social they have held consistently draws a huge crowd. This year, in addition to their German Sausages comes the perfect pairing...Bier! Don't miss this yearly event, to be held on the rooftop of their dealership, boasting one of the best views in the city. Food and refreshments provided, courtesy of Downtown Porsche.

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.

Past Events: May Socials

Photos on page 40

Audio Excellence proved to be a wonderful location for our May outing. Our gracious host, Adrian Low, and his various staff delighted us with sushi, sandwiches, and savory sounds from their specially outfitted demo rooms. Their convenient location saw many regulars in attendance, with a few new faces in tow. While Mario announced upcoming events, we took the opportunity to present the 50/50 raffle check collected at the March Social to the Durham Down Syndrome Association Chairman (DDSA), Walter Heeney. On behalf of the DDSA, Walter extended a warm thank you to our Club for our contribution and looked forward to a very successful Charity Day-Porsche Abilities on June 8th. On behalf of the UCR Club, I would like to kindly thank Audio Excellence for their warm hospitality and I welcome you to visit Adrian and his team for a special demonstration of the customized sounds provided by his many featured brands.

WELCOME! NEW MEMBERS

Name	Location	Model	Thanks To
Albert Au	Markham	12-Cayman R	Downtown Porsche
Stephen Baird	Burlington	09-911S	Downtown Porsche
John Baxter	Sarnia	11-Cayenne	
Kenneth & Carla Baylor	Mississauga	03-911C4S	Trf-in Gold Coast
Pierre Beaudoin	Oakville	12-911	
Di Chen	Maple	12-Cayenne	Downtown Porsche
Ronald Cheng	Maple	12-Cayenne	Downtown Porsche
Michael Demmings	Toronto	06-911S	
Nadia DiDonato	Toronto	12-Cayenne	Downtown Porsche
Rita Dimarco	Toronto	05-911	Marco Dimarco
Danny Dobrofsky & Kathy Schafer	Toronto	98-Boxster	
Dave Draves	Kitchener	03-911C4	
Robin Fleguel	Orillia	91-911C2	
Jose Freitas	Toronto	10-Panamera S	Downtown Porsche
David Friedman	North York	12-Cayenne S	Downtown Porsche
Dennis & Ann Gratton	Newmarket	08-Boxster S	
Przemyslaw Hebda	Mississauga	08-911S	
Mike & Melanie Hyde	Cambridge	72-911	Mantis Racing
Marc Jeschke	North York	08-Cayenne	Downtown Porsche
Allan Jones & Kathy Gross	Mississauga	12-911T	Downtown Porsche
Stephen Knight	Toronto	12-911T	Downtown Porsche
John & Margaret Krall	Ridgeville	08-911	Website
Jeffrey Kung	Markham	12-Cayenne	Downtown Porsche
Rod & Paul Kunynetz	King City	08-911C4S	Eric Goldstein
Benjamin Lin & Clara Chow	Richmond Hill	08-911	
Patricia Lok & Braden Zoom	Aurora	11-Cayenne	David Lok
Wolfgang & Shirley Lott	Minesing	06-911C4S	
Alejandro Maldonado	Mississauga	08-Cayman	
Jeffrey Malicki	Chatham	95-968	
Peter McDonald	Guelph	12-Cayenne S	Downtown Porsche
JP McMorrow	Mississauga	96-911	
Ross McTaggart	Markham	99-911C4	

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

Continued on page 40

ANNIVERSARIES

CONGRATS!

**25
YEARS**

Rick Metcalfe
Sten Palbom & Debra Stewart
Alexander Pankiw

**10
YEARS**

Michael & Stefani Choy
Brad & Irene Parker
Bill & Sandra Watzin

**20
YEARS**

James MacLean
Kathy Pankiw

**5
YEARS**

Brandon Balogh
Michael Blinn
Bill Finkle
Judith Garlough
Chris Hofstatter
Weyman & Warren Jang
Michael & Jennifer Kedmenecz

Donald Lowes
John Mahood
Richard Moulton & June Rogers



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

EDITOR'S RAMBLINGS



Kye Wankum
Editor

You know all is good when our fabulous driving events, including our Fun Runs and the UCR DE, have finally begun. The fair weather is here to stay, it's safe to plant those annuals, and racing has started at the Canadian Tire Motorsport Park as well – gees, that's a long name...

We've had our first Fun Run in the Muskoka area on May 5th, the first UCR DE event of the season on the weekend of May 12/13, with a great turnout and great weather. Likewise, we've had the first CASC (your local racing sanctioning body) regional racing weekend on May 5th and 6th. This typically includes different groups and classes, where many of our very own members find their place to compete. There is everything from Vintage Racing to GT1 to take in, with Formula cars in between and, if you are a race fan, you owe it to yourself to check one of these weekends out. Also coming up in June, is the annual Vintage Racing Festival, to be held on the 15th through the 17th. Go to the new and improved website for Mosport (I'm sorry but that is in the blood and in the brain and also much shorter) to find out more about this season's racing schedule there.

Speaking of which, I was just this past weekend very happy to have been invited to the first 'big' spectator event at Mosport by Michelin Tires, The Victoria Day SpeedFest (always known to race fans as the May Two-Four Weekend). I'm still not quite sure how I made the list but my ticket included access to the Porsche VIP tent on top of Turn One with all the bells and whistles associated with that. This is the very deal I mentioned in my column last month and, as I had predicted then, it was very worthwhile. I will be preparing a comprehensive write-up

of that weekend for next month's issue of Provinz but I do want to say right here and now that I was more than impressed with the initial changes that the new Mosport ownership group has made to the paddock areas, and with the fabulous new tunnel, of course.

Other items on the horizon include the UCR Concours on June 3rd so, if this issue reaches you in time, take that opportunity to shine up the baby and bring it out to the beautiful grounds of Appleby College. We have been advertising the event for three months, so you really have no excuse not to be there.

As you return from that event, you will keep right on dusting and polishing to prepare your car for the Yorkville Exotic Car Show on June 17th. UCR will be there as an event car club host but, more importantly, you should be signing up to enter your car in this automobile extravaganza right now; it's a fabulous event. Last I checked, there were still spots available for Porsches. Please see all of the details within this issue of Provinz.

Go forth and enjoy your Porsches! ☼

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THE WAY WE WERE...

35 Years Ago

Fourth newsletter, third editor of Porsche Provinz. President Steve Rush was on his way to Parade in San Diego. Bernice Holman and Hans Halbach represented Volkswagen at the social meeting at the Boulevard Club. An Ottawa group was assembling to form a Region. Volkswagen provided Porsche Canadian sales by year from 1958. Total sales 1958 to 1976 were 4,325 units with 3,105 in the previous five years. Zone 1 had 12 Regions and 1,731 members. The DE event at The Glen was limited to 308 drivers! Registration fee was US\$25.

25 Years Ago

We were rooting for Scott Goodyear, Bill Adam, Richard Spenard and Kees Nierop at Le Mans. Parade was in Dallas and local organizers put their Porsche at the Adams's disposal for the week. The DE team was buying radios for Shannonsville events. The Green Machine of Joseph Fantl made its debut at Mosport - today driven by Andy Wright. In financial news, Porsche AG said that the US share of total sales surged to 63 percent from 53 percent a year earlier. Total PCA membership had grown to 25,853 with the 123rd Region about to be chartered in Tulsa.

20 Years Ago

Howard Dexter had the UCR DE instructors out for training at Bridgestone Racing School at Shannonsville. The novice program, initiated by Howard, was held at the Volkswagen facility in Ajax. Charlie Goodman wrote about DE schools and introduced his own race school. Concours was on the grounds of Eaton Hall, Seneca College, King City. Bruce Farrow's "Classic Porsches" column told us about vintage racing. Parade was in San Diego (again). PCA Club Racing was just getting underway at some US tracks. Feature stories by Tom Brown and Rally Rick Metcalfe were worth reading.

15 Years Ago

Karl Thomson was asking to be relieved as editor. The board was dealing with advertisers who had not paid their bills and activities that needed to break even. Tom Brown was promoting "Know Your Porsche" courses at Centennial College. A feature story covered the Boxster technical introduction at U of T.

Contributed by John Adam, UCR Historian ☼

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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

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

Zone 1 Dates & Notes

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

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

June 15-17, 2012
Zone 1 - 48 Hours

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

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

Visit www.zone1.pca.org

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 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 to learn more.

UCR RALLY SERIES

It's time for UCR's First Rally of the Season! Rallying is a great way to get your Porsche out on Ontario's beautiful paved scenic roads. You will meet other Porsche enthusiasts, see beautiful cars and test your rally skills. Register early to ensure your spot. All you have to do is bring a clip-board and a calculator - and your car!

Date: June 23, 2012
Lots of Prizes and Loads of Fun!

9:00 Meet and Greet - Coffee/Donuts
9:30 Driver Briefing and Number Assignment
10:00 Rally Start (2 1/2-3hrs)
Cost: \$40 per car

The start and finish will be at 1230 Mid Way Blvd.
(West on Dixie Rd, North of 401)

Questions can be directed to Sajjad Butt 905-567-8466
or email sadia.butt@utoronto.ca.

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ZONE 1 48-HOURS OF WATKINS GLEN

June 15-17, 2012

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

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

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

For further information, contact your local track chair or email the registrar: Lou Dauerer at Zone148Hoursreg@gmail.com. ☼



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UCR Tech Session

by George O'Neill,
UCR Tech Editor

Canamera - Porsche Should Build This Car

For a number of years now, I have wanted to attend the Berkshire Hathaway Annual Shareholders Meeting. As an investor, I closely follow the company and look forward with special interest to read the Chairman's Letter in the Annual Report.

During the first weekend in May each year, about thirty thousand shareholders descend on Omaha, Nebraska for what some call the "Capitalist Woodstock". Much more than a typical public company

The 2012 Porsche Panamera



annual meeting of just a couple of hours, shareholders travel from around the world to listen to Warren Buffet and Charlie Munger - Berkshire's chairman and vice-chairman respectively - share tidbits of investment wisdom and business anecdotes in a humorous yet completely relevant way over the span of several hours on Saturday. Then there are the other must-attend weekend shareholder receptions and festivities held across Omaha. Many use the time to speculate what companies may be bought next by Berkshire. I decided 2012 would be the year I would attend and experience the event first hand.



After sending in my proxy card, I had to decide how to travel to Omaha. Always open for a road trip, I considered driving my 996 from Toronto, until I looked at the distance I would need to cover, the time required, and compared that to the free time available in my calendar, which unfortunately was only a fraction of what would be needed for the trip. This left me with the only other logical option, which was to fly. As it turns out, in order to get a reasonable airfare price I decided to fly to Chicago and rent a car to drive the rest of the way to Omaha. Including at least part of a road trip is better than none, and I could make this fit my calendar, so I locked it in.

After silently thanking Air Canada for getting me to the Chicago O'Hare Airport without any employee strikes or sick-day call-ins to delay my travels, on a lovely sunny May morning, I went directly to the Avis rental counter. For those of you who travel frequently, you probably already know how to get a nice rental upgrade for little or no additional cost. Step one of five starts before your travels by booking the cheapest car on the rental car company's website, and more often than not, that vehicle will not be available when you go pick up your car since the low-end is the most popular category. Therefore, you stand a good chance to be upgraded to something you can actually drive and hear the radio play at the same time. I had pre-booked a Chevy Cruze, which I was actually looking forward to driving, since it gets decent reviews, but when I arrived at the Avis counter, sure enough no Cruzes were available. I had a flashback to the time in San Francisco a few years prior when I had reserved a Corvette convertible from Hertz, but none were available, so I ended up talking my way into a brand-new (the plastic wrap was still on the steering wheel!) Shelby GT-H Mustang convertible for my trip along Highway 1 to LA and San Diego - epic! I was not so lucky this time, as I was offered something made by the company with a stylized "H" logo, which I promptly made a fuss about not liking (sorry if you own one of those cars, "no offense" as my youngest daughter likes to say, but this is the critical second step in getting the reasonable upgrade you so deserve).

At this point the Avis rep turned his computer screen around and showed me the price of renting an Infiniti G37X, a car I was more worthy of, he must have thought, certainly a decent car that can more than handle driving the 750km I needed to cover that day to Omaha, but I almost fell over (pay attention please, this is step 3) when he showed me the upgrade price of \$110 per day over the price of the Cruze. Now, at this point, he saw I was certainly visually distressed (step 4 - it helps to practice acting a bit) so he offered the car at only \$20 per day over. Bingo, I got what I wanted, and he was happy that I was now happy (and this concludes, step 5). Off I went. Interstate 88 was soon underfoot!



Now I must admit, and again "no offense", I find the look of the G37 so boring, I had to pinch myself to stay awake. Furthermore, I was given a car with a dull rainstorm cloud-grey paint job, which I must say did add to my sleepiness. Or, perhaps I was just tired from having gotten up at 4 am to catch a flight. In any event, I soon loaded my suitcase in the trunk, figured out how to start the car with the electronic key that I had nowhere to place except awkwardly in the ashtray (Infiniti, please provide a space in the dash to place the key in). Sunroof open, windows closed, sunglasses on, A/C on low, iPhone paired to the Bluetooth radio, steering wheel and instrument pod lowered in unison into position (just like my 928, cool!), seat adjusted, seatbelt on, map checked, away I went.



I must say, first impressions of actually driving this car were much better than the first visual impression. The steering was light, yet with decent road feel. The engine was peppy and the transmission shifted so smoothly it felt like there was a turbine under the hood. And, the car had all-wheel drive, which I felt digging in when pulling away from a stop and flooring the throttle. This cat really will get up and go since it has a 3.6L engine throwing off 328HP through a seven-speed transmission - impressive.

After driving the G37 through Illinois, Iowa and into Nebraska over a seven-hour period that day, I came to really, and I mean really, like the dynamics of this car. It just felt so right - not too wide, not too long, not too heavy, perhaps just a bit high, but not too much so. The seats were fantastic and the steering wheel was perfectly centered and, although weighted just a bit on the light side, tracked very well. I must say as I drove that day, I did not see a single Porsche on the highway. I guess the heartland of America has not embraced these cars yet. So perhaps I was just kind of lonely for a Porsche and perhaps trying to turn an Infiniti into one, but if this G37 was styled a bit better, received some finer suspension and steering tuning, and it carried the Porsche logo, it could be worthy. Porsche has an opportunity here.

The Panamera does need a smaller sibling. Under motion, I really like the Panamera, but it is a bit big in every dimension, kind of like, umm, someone very close to, umm, me. Just like Berkshire Hathaway, which is always on the lookout for the next company to invest in and therefore attract new shareholders, Porsche continually broadens its product line to further attract new customers. A smaller Panamera, something like the G37 and what I would call the Canamera, would be a fitting addition.

P.S. As I was completing this article, Porsche announced that they will indeed offer a smaller version of the Panamera, which they are currently calling the Pajun. I don't like the name, but I certainly like the idea. The name Canamera, would signify that the idea for the car came from Canada (humble, eh?), yet the overall design language of the Panamera will be maintained, albeit in a tighter package. ☼

Photos of the Infiniti were taken by the author and mocked up in Photoshop to create the Canamera. The Panamera photo was obtained from the Porsche Media Archives.

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

WINTER DRIVING Camp 4

AT 2012 PORSCHE

Text and Photos by Eshel Zweig,
UCR Photo Editor >





Ever dream of drifting sideways in a Porsche? Now imagine the thrill of drifting sideways in the new Porsche 911 on ice. Porsche Canada kicked 2012 into high gear by offering car enthusiasts the ultimate in winter driving. The 2012 Camp4 Canada Winter Driving Experience presented at the Mecaglis track in Quebec had drivers putting the newest Porsche models through their paces across an ice-covered track this winter.

Pfaff Porsche participated in a corporate day where enthusiasts began their track experience with a stay at the picturesque Esterel Suites, Spa & Lake. The following day, perfect weather and snow conditions set the stage for the winter driving experience. Guests arrived to a line of new 991 Porsche 911 models to test on the main road course, the 997 GTS for the skidpad and the Cayman for the smaller road course.

The overall goal of the program is designed to teach car control by limiting understeer and inducing oversteer where required. Professional driving instructors guided participants through a series of exercises from slalom to racecourse to skid pad, all while maintaining the perfect balance of understeer/oversteer to achieve a pendulum effect.

If your interest is piqued, you'll be happy to know Porsche Canada has confirmed the 2013 Camp4 program with details on their corporate site. Thanks to Joe Lawrence, Laurance Yap and Stephan Griese at Porsche Canada, and to the marketing department at Pfaff Porsche for the invitation. 🚗

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918 SPYDER PROTOTYPES COMMENCE TRIALS



Article and Photos, courtesy of Porsche Press

The Porsche 918 Spyder is on the road: Dr. Ing. h.c. F. Porsche AG, Stuttgart, has taken the driving trials of the super sports car of the future a step further with completion of the initial prototypes. The 918 Spyder will go into production at the end of September 2013 as planned, with the first customers receiving their vehicles before 2013 is out. "What we are doing with the 918 Spyder is redefining driving fun, efficiency and performance," said Wolfgang Hatz, Member of the Executive Board Research and Development of Porsche AG.




The prototypes, their camouflage harking back to historical Porsche 917 racing cars, signal the final touches to the 918 Spyder. The focus is on the interplay between the highly sophisticated individual drive components. The combination of combustion engine and two independent electric motors – one on the front axle and one in the drive line, acting on the rear wheels – poses completely new demands on the development of the operating strategies. "They are therefore a critical component in this vehicle into which we have put all of our expertise and capacity for innovation," said Wolfgang Hatz. These



operating strategies and the development of the software to go with them are one of Porsche's core competences. Both of them have a major influence on the extreme driving fun to be had with the 918 Spyder and they make possible a unique combination of minimal fuel consumption and maximum performance. The initial results of the driving trials are in line with the high expectations placed on the 918 Spyder.

The super sports car is designed as a plug-in hybrid vehicle combining a high-performance combustion engine with cutting-edge electric motors for extraordinary performance: on the one hand, the dynamics of a racing machine boasting more than 770 hp, on the other hand, fuel consumption in the region of three litres per 100 kilo-metres. Moreover, Porsche is breaking yet more new ground with the technology demonstrator with spectacular solutions such as the full carbon fibre reinforced plastic (CFRP) monocoque with unit carrier, fully adaptive aerodynamics, adaptive rear-axle steering and the upward-venting "top

pipes" exhaust system. In the process, the 918 Spyder is offering a glimpse of what Porsche Intelligent Performance may be capable of in future. 

We want to thank all of those who make our UCR Fun Run Season possible.

THANK YOU!

The 2012 UCR Fun Run Hosts: Dwight Dyson, Hazel de Burgh, Jim MacLean, Neil Dowdell, Vaughan Warrington, Walter Murray, Helmut & Elizabeth Brosz and Chris Leavens.

The Provinz Team: Richard Shepard, Publisher; Emily Atkins, Associate Editor; Garth Stiebel, Associate Editor.

The UCR Webmaster: Otto Mittelstaedt.

UCR Legal Advice and Insurance Matters: Richard Bain.

Thank you all; without you it would not be possible to put on such a great series of UCR Fun Runs!

Anne & David Forbes, UCR Fun Run Chairs



Father's Day, Sunday, June 17, 2012

You are invited to join your fellow UCR members and other automobile enthusiasts from across Ontario as Ultra 94™ presents the 3rd annual Yorkville Exotic Car Show on Father's Day, Sunday, June 17, 2012 from noon to 5:00PM.

This spectacular red-carpet event will take place on the "Mink Mile" section of Bloor Street, one of the most luxurious shopping streets in North America, between Avenue Road and Bay Street. Proceeds from donations raised through display-car sponsorships and on-site donations will be for the benefit of Prostate Cancer Canada, an organization that we are proud to be associated with this year.

We are also very grateful to once again be partnered with the Bloor-Yorkville BIA as our Venue sponsor and to have Porsche Cars Canada, Ltd., OnWall Solutions, Grand Touring Automobiles and Chaz Yorkville Condominiums as Gold sponsors, with McLaren Toronto and Porsche Design Toronto as Silver sponsors, for this year.

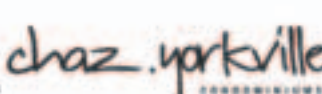
Display vehicle registration is now open to the public on our website at www.yorkvillecars.com and please make sure to follow us on Twitter @YorkvilleCars to stay up to date on the latest announcements concerning the show.

If you would like to participate this year and volunteer a little of your time to this worthy cause then please let us know. Just send us an email through the Contacts section of the website: www.yorkvillecars.com - we'd love to have you on board with us.

Please hang on to the postcard you will find in this issue of Provinz or hand it off to a friend and as always, from everyone here at the Yorkville Exotic Car Show, thank you for your support.

Cheers,

Phil Downe
Founder, Yorkville Exotic Car Show



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ONE OF SEVENTEEN

A RARE PACKAGE THE 964 TURBO S STORY

By Joseph Dren, UCR Member;
Photographs by Eshel Zweig >





After the sale of my '73 Targa I was left with a void and began to think about what Porsche would be the next to fill the space in my garage. The '73 was a multi-year, exhaustive restoration and I wasn't ready to jump into anything like that again any time soon. I was going to find a turnkey car, hopefully a nice original car but what series? What model?

Not being one to accept depreciation gracefully, I was looking for something that would hold its value, if not appreciate over the long run. One car I always admired and thought might fit the bill was the 1994 3.6 turbo. It seemed to fit all the criteria that I felt were important:

- Highly desirable and rare, with fewer than 1,500 produced.
- Great performance. 12-second ¼ mile times and 0-60 runs in the mid four-second region. Pretty impressive performance even by today's standards.
- Classic styling. The last year to really stay true to the original design but with some additional muscularity added by the wide body curves. The stunning Speedline wheels are the icing on the cake.

As I began my search it became clearly apparent that there were not a lot of these cars available for sale. The few that appeared were priced between \$60-\$90K and these disappeared quickly. To further complicate things, none of the cars available was local. I had been on enough wild goose chases in the past looking for my '73 so I limited my search to a reasonable drive distance of about six hours.

As I broadened my search I stumbled upon a small add in Craigslist Rochester. It read "1994 Porsche Turbo S, 1 of 17 produced, original owner 21K miles..." A 94 Turbo S? I had never heard of that and if there really was such a thing why would it be advertised this way in a small obscure add in Craigslist? In Rochester? This I thought surely must be some sort of scam since there was no phone number only an email address. Regardless, I sent a message to see what kind of response I would get, expecting a request for payment in advance to some foreign country. In the meantime I would do my research on this 1-of-17 vehicle.

I quickly got on the phone and began to make enquiries with

people I thought were in the know about rare Porsches. I got passed from one Porsche "expert" to another, even speaking to Jack Boxstrom who was recently involved in the million dollar McQueen Porsche sale. Finally, I was put in touch with somebody who knew these cars and their valuation. A person who actually owned two Turbo S cars but was not willing to speak to me directly rather through a proxy, like in a spy novel.

What I was told is yes, that the 1994 Turbo S does exist but is very rare and seldom changes hands, at least on the open market. I was also able to establish a valuation range and told that I was likely dealing with a clone since nobody would advertise one in this manner and nobody knew of one in Rochester. At the end of my communication with the mysterious stranger I was directed to a website: flachbau.com (flatnose), which was created by Mark Smith. This turned out to be a very extensive and informative website that has a complete history and details for the 1994 Turbo S.

The website revealed that the 1994 Turbo S was indeed a very special car:

"In August 1993, prior to the introduction of the 993 platform, and at the very end of the model run for the 964 series, Porsche A.G.'s VRS Department (also known as Exclusive) released preliminary data on a Limited Special Series of hand built Turbo 3.6 cars featuring a slanted front end labelled by the factory as "Flachbau" (German for flat form or flat construction) and "Flatnose" in the USA and ROW. An integral part of these cars was the optionally available X88 S motor."

The 1994 Turbo 3.6 S was to be the last of the truly hand built Porsche 911 production cars. In the end, three versions of the Flatnose were built as well as a USA delivery only, non-Flatnose version of the Turbo S called the "Package". Also built were customer-ordered cars featuring the X88 option S motor. The actual build numbers were 76 Flatnose cars (worldwide), 51 X88 optioned cars (worldwide) and 17 non-Flatnose or Package cars (USA only).

Was I looking at one of the real 17 Package cars? >





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A week later to my surprise I got an email from the owner indicating that he had the car and it was still available for sale. Being highly sceptical I asked what proof he had that the car was authentic. He promptly sent me a copy of the original dealer invoice with the VIN # and his name on it. The invoice detailed all the specific options and prices. Wow! This car was optioned to the nines with a list price of \$133K.

The Flachbau website is highly detailed and has a VIN registry of all Turbo S cars. Along with this it hyperlinks the VIN number to a detailed option list and prices. To my amazement everything on the dealer invoice matched exactly per the website. This was beginning to look very real!

This was one of the most highly optioned cars on the registry. Customers who opted for the Flatnose option were charged an additional \$60K bringing the total cost to almost \$200K, making it one of the most expensive cars of its day.

Clearly the next step was to see this car in person so I got the directions and arranged a time to meet. I grabbed my Porsche buddy and my son and made the 2.5-hour drive. A burly bearded guy in his sixties greeted us at the door and indicated we were at the right place and he was the one and only owner of the Porsche. We proceeded to the garage and opened the door to reveal the black beast. Holy..., did this thing look mean! A quick inspection revealed the correct VIN number in all the right places and being a hand-built car every major part carried a VIN sticker. In addition the motor revealed the all-important S stamp in the engine casting verifying this was a true X88 motor. It sure looked like the real thing and the owner backed it up with all the original invoices and documentation.

I asked him to give us some history on the car and he began by explaining that he purchased the car new from a dealer in New York. He was in the film business in Hollywood at the time and had the car shipped out to him where it resided for approximately five years. The Porsche had been serviced at Beverly Hills Porsche and Andial, still retaining the Andial license plate frames. After this period he returned to upstate New York where the car saw very limited usage, spending a lot of time in his warehouse.

He shared an interesting story with us about his days in Hollywood. In his business he maintained a large inventory of film equipment, which he stored in a hangar at the Santa Monica airport. Coincidentally, at the time Jerry Seinfeld had rented a hangar next to him where he stored his famous Porsche collection. One day Jerry happened to see the Turbo S and wandered over to chat. Jerry pointed out to the owner a little know fact the rear vents on each side were a different size and demonstrated this by putting his fist into the vent on each side. >

THESE ARE THE DETAILS OF THE CAR
PER THE DEALER INVOICE AND THE
FLACHBAU WEBSITE:

1994 Porsche 911 Turbo Coupe	99,000.00
Black	N/C
Velour Floor Mats Black	125.00
Light Rootwood shift knob	360.00
Light Rootwood Dash	4,356.00
Light Rootwood parking brake handle	535.00
Turbo S increased horsepower	7,914.00
Turbo S front spoiler	612.00
Turbo S rear spoiler	5,376.00
Turbo S rear fender vents	7,019.00
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Heated passenger seat	289.00
Lumbar support left seat	551.00
Electric sunroof	N/C
Supple leather seats	382.00
	132,477.00



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Well, enough chitchat, I said let's see how this baby drives. He handed the keys over and I sparked her to life. She settled into a nice low rumble idle. I stabbed the throttle and heard the unmistakable turbo whine. I eased out into the quiet street and gently drove through the neighbourhood. I felt some power behind the pedal but thought there must be more than this. I found some open road I put the hammer down. Yikes! I hadn't felt this kind of acceleration since the old muscle car days and suddenly knew what all the hype was about. The short drive revealed the car to be extremely tight and felt like the day it came off the showroom floor.



I knew I had to have this car. We returned and took another walk around the car, admiring its seductive lines. I was nervous, never having spent this kind of money on a car and an old one at that. I needed time to think and told the owner I was going for a coffee to consider my decision. Strangely we found some familiar surroundings that helped settle the nerves. A Tim Hortons in Rochester! I got cold feet and phoned the owner telling him I would get back to him the next day with a decision and a possible offer. The next day I again connected with the "experts" to report back that the car was in fact authentic and described the condition. The response was that I would be foolish if I did not purchase the car, as this was a "no-brainer". Well that's exactly what I did and I am now the proud owner of 1 of 17, actually 1 of 13 remaining according to the experts.

Since purchasing the car I have replaced the tires, all the belts and fluids and look forward to driving and showing the car. You can expect to see it at this year's Concours.

The current estimated value of the Turbo S Package car is in the area of \$200K.

If you would like more information on these rare and fascinating cars go to Flachbau.com. ☼



Your editor with author and car owner, Joseph Dren



The original build sheet for the car





The 1994 Porsche 911 Turbo S; photograph by Eshel Zweig

RETURN TO

ROUTE
66

Story and Photos by Ronan McGrath, UCR Member

We left Toronto before dawn, the Cayenne loaded. My co-driver Phil Downe and I were headed back to Arizona to pick up my dogs from their winter home in Scottsdale, and also to trailer back my wife's car for the summer here in Toronto.

We decided to avoid anywhere we had visited on the previous trip and instead hit some of the more obscure parts of Route 66, a road that still has endless fading relics, fascinating characters, and an abiding sense of automotive history from its two major periods of fame, the Depression and the carefree times in the 50s when optimism was everywhere, gas and cars were cheap, and the long distance road trip for pleasure was born. Its very popularity killed 66, which in many places was a two-lane highway, with endless traffic jams. The great Interstates consigned it to history.

This time would take a very long and uneventful first day, driving directly from Toronto to St Louis, Missouri where we overnighted right beside the famed Arch. We had briefly detoured to a restored Philips gas station in Illinois, and also to see one of the remaining Giants of 66 in Springfield. At one time, giant figures were used as advertising to lure the passing driver, but few remain today. That evening we dined in the St Louis restaurant district, which seemed overrun with young women in identical T-shirts celebrating bachelorette parties. As usual, the Cayenne was trouble-free.

Rocking chairs and ginger beer

Our next day would be another detour onto old Route 66, to Cuba, Missouri, an old town that has revitalized itself with an amazing display of murals depicting everything from the Civil War to the birth of the automobile. Nearby is the gloriously kitschy World's Largest Rocking Chair, typical of the entrepreneurial spirits of the merchants of Route 66.

We drop in to visit Gary Turner in Paris Springs, MO. There, on an empty crossroads on the narrow two-laner sits a perfectly reproduced 1930s Sinclair Gas Station. Gary recalled it from his childhood and recreated it from old photos. In the barn sit some period Fords, and an unrestored old Packard sits quietly in the sun. Gary invites us in for a bottle of Route 66 ginger beer, and tells us about the many visitors from all over the world who come to visit him. Gary is a living history book on 66, and brings it all to life. An example of the welcome you can receive all along the route.

We leave and find a rare sight down the road—some of the original bridges and the Portland concrete road from the birth of 66, still in pristine condition. ➤



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2008 Porsche Cayman S	#M0U3301	21,350km	\$54,000
2007 Porsche 911 Turbo	#M0U2906	41,481km	\$78,000
2007 Porsche 911 Targa 4S	#M0U3030	43,838km	\$76,000

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We arrive in Oklahoma City on a Sunday night. It's as if the populace has been wiped out by a virus. In the sunset, we walk the deserted streets. All business are shuttered and only an occasional car is to be seen driving slowly by. A kid peels by in a new Mustang, the V8 echoing in the empty streets. We walk over to the memorial to the Oklahoma bombing tragedy, almost deserted in the setting sun. One hundred and sixty-eight empty chairs are arranged by a reflecting pool, a sombre reminder of the destruction that happened here. We eat at the hotel, in an empty restaurant.



Arc of St. Louis, MO

Jeeps and Bugs in the Panhandle

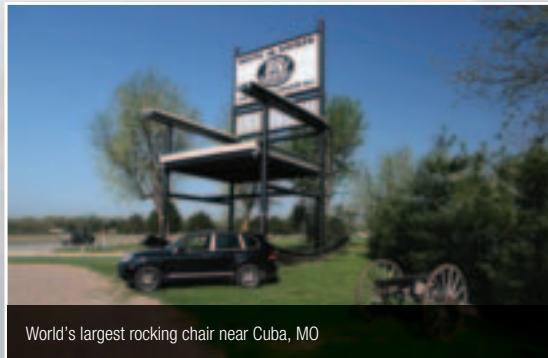
The next day we head for the Panhandle. In the hazy sunshine we detour to a very little travelled part of 66, the 13-mile section that clips the corner of Kansas, the shortest in any state. We pass through towns that reflect better times in older days, and suddenly I notice something very strange. In a breaker's yard sits an old Renault Dauphine, a rear-engined car

that was never popular in the US, and realize that it's a Renault parts yard. How it ended up in Kansas is anyone's guess. It's shuttered.

Opposite, sitting where it was been parked for years, is a Willys Jeep, covered in surface rust but perfectly restorable. We see many such sights on our travels. Leaving Kansas we arrive at the border town of Texola. Now a ghost town, it changed states several times during border disputes between Texas and



At the recreated Gay Pareeta Gas Station in Paris Springs, MO

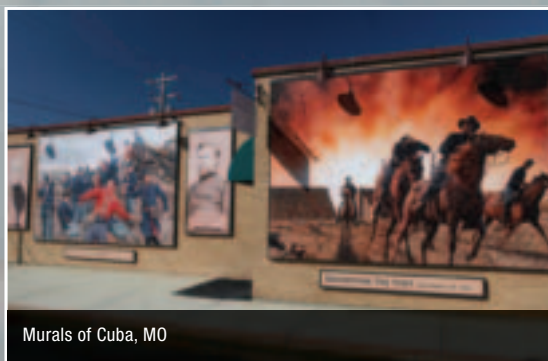


World's largest rocking chair near Cuba, MO

Oklahoma, and sits abandoned. A well preserved one-room jail stands alone in a field, its barred door open in the breeze. We do not see a soul.

Out on the open Panhandle there is just flatness, wind and sky. The wind never stops and weather can change in a flash, as we will discover on our return journey. However, all is well for now.

Our target for the night is Albuquerque, New Mexico, but we have a couple of 66 stops on the way. We had previously visited the famous Cadillac Ranch. On the other hand, in Conway, Texas is the Bug ranch, a similar, smaller installation made of VW bugs. I wonder what Ferdinand Porsche would have thought.



Murals of Cuba, MO

We stop in McLean, a fading town, with yet another restored gas station, abandoned businesses, and the very nicely restored Cactus Motel. Along the entire route it is still possible to find the remaining independent places which often have interesting memorabilia, and there is a grant program for restoring the period neon signs. As we aim to get through the Panhandle before sunset, stops are few. >

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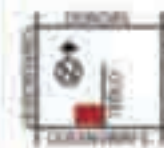


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Halfway there

However, we do stop at the Midway Cafe in Adrian, TX, where the owner was the inspiration for Flo in the movie Cars. Exactly half way from the beginning of Route 66 to its termination in LA, the Midway is an institution. Outside are the inevitable old cars. The sky has now turned a brilliant blue. The new owner of the Midway suggests a visit to the Russell Truck stop, (not in any guide book) where the owner has a rotating display of his car collection, an eclectic mix. There is however an early Corvette that has never been driven and has 1.4 miles on it, having been stored in a previous owner's garage from new.

As we drive towards Albuquerque, the sky is ominous and soon a fine powder falls like a dust storm. It takes us a while to realize that its dry snow, and soon it turns wet. We arrive in the rain. Next morning we call up the car, which arrives covered in snow. The Cayenne has well worn (but legal) all seasons, which we plan to change in Arizona, so we are very cautious, losing some time on the way. We thread our way through vehicles that have slid off. However, after an hour, the storm passes. By the time we cross the Arizona border the sky is piercing blue and the desert air dry and warm.



One cell jailhouse in the ghost town of Texola on the Texas-Oklahoma border

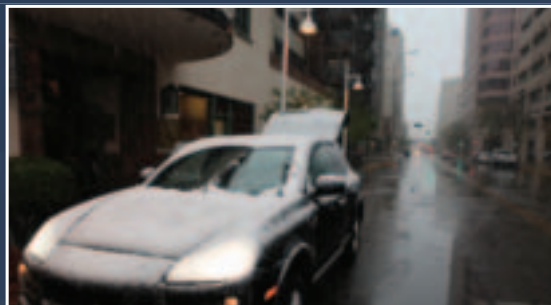


Russel truck stop museum with Corvette with only 1.4 miles on odometer

We stop at Winslow, Arizona, memorialized by the Eagles, and also see the famous Wigwam motel in Holbrook, where period cars are parked randomly outside the concrete wigwams which serve as individual restrooms, and our final stops on 66 are Flagstaff, where 66 ran alongside the Santa Fe railroad, and finally to Williams, the gateway to the Grand Canyon. It has the distinction of being the very last place where 66 was decommissioned.

For now, we say goodbye to the Mother Road. We are heading for the Grand Canyon.

To Be Continued in the July 2012 issue of Provinz. ☒



Surprise snow in Albuquerque, NM



One of the last three Rte 66 giants left in Springfield, Ill



Eagles Song: Standing on the corner in Winslow, Arizona



Wigwam Motel in Holbrook, AZ



Midway Café in Adrian, Texas

Past Events: **May Social**

Photos by Isabel Starck



New Members continued from page 7

Name	Location	Model	Thanks To
Gerry & Jordan Morelli	Burlington	07-911	Mantis Racing
Trent Ogilvie	Oakville	75-911S	
Murat Ozsan	Toronto	91-911C4	
Bob Polah	Toronto	12-Cayman	Downtown Porsche
Paul Riddlestone	Woodbridge	08-Boxster	Trf-in North Country
Annie Robbins	Port Perry	04-911C4S	
Chris Root & Debbie Fleming	Cambridge	87-944T	
Eric Sellors	Toronto	12-Panamera	Downtown Porsche
Bruce Sheppard	Chelmsford	88-928S4	
Sandra & Vernon Silver	Toronto	12-Cayenne	Downtown Porsche
John & Martha Simmons	Toronto	96-911	John Fuke
Nicole Spence	Scarborough	08-Cayenne GTS	Downtown Porsche
Marc St. Amand & Cindy Hutnik	London	11-911T	
John Trim & Joanne Ducette	Dundas	02-911	
John & Nancy Tuomi	Toronto	07-Boxster S	Trf-in Nord Stern
Wayne Twaits	Dwight	76-911S	
William Unwin	Caledon	02-911 GT2	
Serge Vandal & Marie-Josée Poirier	Mont-Royal	92-968	Trf-in Rennsport
James Vause	Toronto	08-911	Downtown Porsche
Marco Visco	Hamilton	06-Cayenne S	
Robert Warsh	Toronto	10-Panamera T	Downtown Porsche
James & James Andrew Wilgar	Kitchener	77-911	
Anthony Woods	North York	12-911S	
Yun Bin Wu	Markham	12-Cayenne	Downtown Porsche
Zhi Hong Zhang	Toronto	12-Cayenne S	Downtown Porsche



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Licence to race

By Emily Atkins,
Provinz Associate Editor;
Photos by Andrew Atkins



For those members of the club who love the track so much that they want to try their luck at competition, one route may be taking up racing through the Canadian Automobile Sport Clubs, Ontario Region (CASC-OR).

The club umbrella body offers a course that qualifies drivers to apply for their competition licence. I took the weekend-long race school in late April at Shannonville.

Drivers bring their own standard transmission cars, and the field on my weekend included everything from my 944 Turbo, to a Boxster, to a Dodge Viper, to a couple Mazda 3s, and several race-prepped cars.

Before the weekend starts, students are urged to read the 90-plus page Race Regulations for CASC racing in Ontario. I did my best, studying on a flight for a business trip, and on several evenings the week before the class. It's not exactly absorbing reading - there's a lot in there, and it covers everything from flags to race officials to roll cage specifications and on-course behaviour and penalties for misbehaving. Studying ahead of time is key because there is a written test on the second day, and studying after a hard first day of track and classroom sessions is not easy.

Upon arrival on day one, students have their cars and helmets inspected. It's a basic check to make sure there are no loose objects onboard (pun intended). Our tech line experience proved a good meet-and-greet opportunity, as students traded driving experiences and admired each other's cars. The approximately 40 students in the class were an interesting mix of teenagers - many just 16 years old - and people old enough to be their parents or even grandparents. Levels of experience varied just as widely, from almost no track experience to people who were re-qualifying for their licence. The class was split into four run groups, which alternated between classroom and track exercises. Each instructor had two students for the whole weekend. The instructors, marshals and organizers of the whole event are all volunteers who work extremely hard to make sure the course is safe, effective and efficient. My instructor, Len Clue, is a great teacher, very calm, but knows how to push when needed. He's also got good diagnostic skills for when things go wrong.

After an introductory classroom session, there is track time with a slalom course and a heel-and-toe downshifting exercise out on the Nelson track. The slalom was great, but the heel-and-toe? Epic fail. I just couldn't get my brain to understand the point of downshifting repeatedly in a straight line

in order to come to a stop. Every time, I just stopped the car - no downshifts. I felt like an idiot, certain I would fail the course. But then we moved on to the brake-and-avoid-exercise on the wet skid-pad. That went perfectly, but I was still concerned about the downshifting. I had even had a gas pedal extension fabricated and installed so I could reach the gas while on the brake. But having the tools and using them properly are two different things.

Over the two days, the theoretical sessions covered cornering, balancing the car, vision - much of the same type of material that's taught in the Porsche club's Introductory Driving School and Driver's Ed sessions. There were sessions on the flagging system, the organizational structure of the race meet personnel, safety equipment, and one we don't cover at UCR DE events: "Who owns the corner".

The written test that completes the classroom part of the race school is not to be taken lightly. The questions are tricky, with many shades of grey between answers. I was hugely relieved when Len let me know part way through Sunday afternoon that I had passed it.

Out on the track things got faster and faster, as we added passing to the lapping, and practiced on the various track configurations at Shannonville. I learned that Shannonville is nowhere near as much work as I had thought last year when I drove it the first time with PCA-UCR. If you go fast enough there's a lot less shifting and braking required, at least in my car. I was amazed at some of the corners you can make without touching the brakes. And as the number of completed laps climbed, the downshifting improved dramatically.

There was plenty of aggression on the track, with close passes, people driving right on your bumper - it felt a lot like racing looks, just slower. One of the last - and most fun - exercises of the weekend was the practice grid. We drove two-by-two around a full lap of the track, following the pace car until it peeled off and we kept going, watching carefully for the starter to wave the go flag (which can be the green or the national flag, we learned). When she did, it was foot to the floor, pelting down the back straight and then pulling up at the right-hander. I got lucky when it was my turn in the pole position and perfectly anticipated the flag with my revs high and the turbo spooled up. My sometimes-sluggish car tore off like a scalded cat, leaving everybody in my wake. In a real race I would have had enough room to move to the left side of the track to set up for the right-hander. What would have happened after that is anybody's guess, and since I graduated race school, someday we may find out! 🏁

May 5, 2012 Muskoka Spring Fun Run

Report and Photos by Garth Stiebel, Provinz Associate Editor

Attendance records may have been broken but speed limits were not (by much) during this year's edition of the Muskoka Fun Run.

The event was ably organized by David and Anne Forbes, who have the privilege of living in some of the most beautiful country this side of the Rockies. More than thirty cars participated this year, (I'd be interested in knowing if this is actually a record number of UCR member-owned Porsches on a Fun Run), divided into three groups at the starting point in Bracebridge. This is probably the upper limit of vehicles that can be managed in an event of this type, but, as David himself admits, he can't say 'no'.

Fellow journalist Emily (Sparky) Atkins and I brought up the rear in her red 944 Turbo. A quick mental calculation led us to the conclusion that there must have been close to \$2 million dollars worth of shiny German steel cruising the sun-drenched country roads that day.

From Bracebridge we toured Highways 11, 118 and 35 for over 100 kilometres until we reached picturesque Dorset where we spent some time ogling a cornucopia of goods at Robinson's, once voted Ontario's best general store, and for good reason. There doesn't seem to be much you can't get at Robinson's,

which I can remember taking my kids to, when they were little (quite a few years ago!).

From Dorset, back onto Highway 35, we headed to Huntsville, another fond memory from my vacationing days in Muskoka. Although the three-floor Eaton's Department Store in Huntsville is long gone, Huntsville's small town appeal remains as comforting as ever and we turned heads as P-car after P-car rumbled down the main street back to Highway 11 for another 40 kilometres, into the beautiful town of Rosseau, situated on the eponymous lake. There, we spent a glorious couple of hours sipping cold beverages and having a gourmet lunch at Crossroads, directly across from Boat Launch Park, where the view is a tonic after the cold, wet winter we've just been through.

After lunch, we wound our way back to Bracebridge, as our generous hosts, David and Anne, had opened their house to their fellow UCR members. Some stayed to enjoy their hospitality while others, with greater distances to drive, left for home. All in all, a most relax-

ing day in the country and a good excuse for a pleasant drive in cottage country. If you missed it this time around, there will be another Fun Run in the Fall – see you there! ☘



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IT'S NOT TOO LATE TO JOIN THE FUN!

By Susan Brown, 2012 PCA Parade Chair

The 57th annual Porsche Parade will be held July 8-14, 2012 in Salt Lake City, Utah, and there is still time to join us. Parade registration may be accessed by logging into your pca.org account and following the links.

Salt Lake, known as the "Crossroads of the West," is a fun, family friendly city with theatre, restaurants, nightclubs, museums, and more. The weather should be hot, but dry and sunny. In other words - summer time!

In addition to all the fun you can have in the city and surrounding areas, we of course have a full week of Parade activities lined up for you. There is still room to join in any or all of the four competitive events: Concours, Autocross, TSD Rally and Tech Quiz. We have beer and wine tasting events in Hospitality, our Art show, a 5k run/walk, golf tournament, gimmick rally, banquets, RC car races and the Michelin Drive & Compare. Tech Academy will be held on Friday, with plenty of hands-on instruction about do-it-yourself maintenance. The local region, Intermountain, will round out the week with a DE at nearby Miller Motorsports Park.

*For more information about the week, go to our website:
<http://parade2012.pca.org/>*

Our headquarters hotels will be the Little America and Grand America Hotels. Located in the middle of downtown, the hotels are on a light rail line, making it easy to get around the city. Little America has Salt Lake City's largest indoor/outdoor pool, and both have extensive underground parking areas. Within easy walking distance is Salt Lake City's newest mall (It just opened this March)-City Creek Center. Spread across three blocks in downtown Salt Lake City, City Creek Center has eighty stores and restaurants either open-air or covered by a retractable roof.

About a mile from the hotel is Utah's state Capitol, where we will hold the Concours. The Capitol was built on a hill overlooking the city, and is the perfect place for you to show off your "baby". The Autocross and the Michelin Drive and Compare will be held at Maverick Center, a 10 minute drive away.

The week promises to be an exciting one. Come celebrate 57 years of club history, and your chance to experience all that Salt Lake City and Utah have to offer. 🌀

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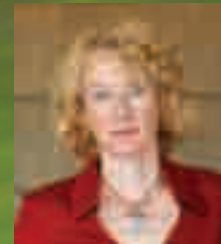
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OBJECTS OF Desire



Emily Atkins
Provinc Associate
Editor

Porsche pheromones

Ever driven behind a diesel truck? Does the almost viscous smell turn your crank? I know some like it, but it's not for me.

What gets my attention is the fragrance of hot rubber, high-octane gasoline and motor oil. Even coolant and washer fluid evoke a sense of anticipation for a drive. (For those who have been reading this column since January, you know wax or polish are likely not smells I enjoy.)

But it's those smells that waft off the track on a steamy summer day that really get my attention. Fresh fuel, rubber in any state from warm to burnt, hot or smoking oil, sweaty racing gear, brake dust, and of course, lots and lots of exhaust. The perfume of all these elements combined is intoxicating and evocative. It should be bottled and sold to lift the spirits of winter-weary trackies who need a fix of their favorite pastime. Just one whiff and the excitement starts to build.

Apparently I'm not alone. I heard two guys discussing the seductive aroma of 110-octane fuel as they filled jerry cans at the track last weekend. There's even an article online on eHow that explains how to make your car smell like racing gas. (The secret is to dab the fuel underneath the driver's and passenger's seats. And then remember not to light a cigarette! Who are the bright-lights that write this stuff? Maybe they've been sniffing the 110 for too long.)

Even when they are not running, many cars have a distinct scent. I'm not talking of that toxic new car smell. The stench of cheap carpets, plastic and faux leather off-gassing is not an olfactory experience that would make me fall in love.

I mean the subtle scents a car acquires over time. Like the patina of tiny scratches that give character to paint or chrome, a car takes on a little of its environment as it ages. A member of the club has a 944

whose interior smells faintly of sweetgrass. It could be a whiff of pipe tobacco from a long-forgotten owner, but whatever the source, it's unique and appealing. Get into that car with your eyes closed and you know you're in the right place.

No smells and I think the car is sterile. It doesn't have a life. Poor car.

Even worse is a car that reeks of products designed to eliminate or mask the truth. If you smoke, the fact that your car stinks is a sign you should quit, not an exhortation to buy "Mountain Air" scented oil for your heat vents. (I am not making this up.)

I've slid into the passenger seat of cars that whisper of coffee, or chocolate, or banana, even toast. A car from the coast will smell of the sea - for a while. (Don't put seaweed under the seat - you'll regret it.)

Even people who don't allow food in their cars can pass along odours. The miasma of a previous female passengers' perfume has jumped off seatbelts and tried to choke me. "Keep out" was the message. Is this territorial scent marking, automotive style?

Make no mistake, there are messages in the smells we notice and the ones we don't. Just as those mysterious, un-noted by pervasive human pheromones affect our choice of mates, the olfactory impact of a car can make or break your love affair with it. And you might not even know why.

It's miraculous that my own car does not reek of mildew, given the roughly 20 litres of water it was carrying in various body cavities when I bought it. I was lucky, when it dried out there was no lasting stink. It does have a barely detectable scent in the cabin, a light note of worn leather, mingled with an indescribable twinge of old car (perhaps ArmourAll influenced), with top notes of poorly combusted fuel. Perhaps it's this 944 pheromone that keeps me in love with the old beast in spite of its problems. When I get into the driver's seat, it feels like I belong there. Even before I start the engine a deep breath makes me feel at home, settled and ready for anything. ☘

Targa Muskoka

An event to be remembered!

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

Please see future issues of Provinz and
the UCR website for more information
and details.

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

Henry of Pelham Estate Winery Featured at Targa Muskoka Banquet Great wine is grown, not made.

By John Adam

After studying the heat scans and speaking with some of the progressive growers, it was decided that the Henry of Pelham vineyard was not only suitable for special varieties but also located on the prime grape growing lands of the Short Hills Bench. In 1984 the Speck family tore out the concord and Niagara grape vines. They planted riesling, chardonnay and cabernet sauvignon on newly contoured hills.

Henry of Pelham Family Estate Winery was established in 1988. At that time they were one of a very few estate wineries dedicated to producing premium quality wines from vinifera grape varieties.

The winemaker is an assistant to the fruit. While this has become somewhat of a cliché, it still describes what is the most important element in making great wine. He helps and nurtures the fruit as a teacher nurtures a student. The winemaker tries to bring out the best characteristics that the fruit has to offer without forcing it.

At Henry of Pelham their goal is to do as little as possible in the production of wines. From the vineyards through to bottling they are naturalists, allowing nature to take its course. These are not the easiest winemaking techniques nor are they the cheapest. These are just the steps that are necessary when one strives to produce truly great wines.

For our Targa Muskoka Saturday dinner, UCR member Paul Speck has personally made selections from the family's private inventory of Henry of Pelham wines. You don't need to be an oenophile to understand that a dinner with wines selected to match each course will prove to be an event to remember.

Join us at Targa Muskoka September 7-9 and enjoy the scenic beauty of the near-north. Be with your Porsche Club friends, or make new ones. The promotional brochure and registration form is on the UCR web site under the "Social" tab. 🍷

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2012 FUN RUNS

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David Forbes

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June 16: Fun Run to Polo For Heart

Jim MacLean, James.MacLean@NBPCD.com

Come out on Saturday June 16th to see horsepower of a different kind. A four-hour tour of the regions around the GTA will culminate at the annual Polo For Heart event in Gormley, Ontario. A fundraiser for the Heart and Stroke Foundation of Canada and the Southlake Regional Hospital, Polo For Heart has been entertaining thousands of enthusiastic Polo fans for more than 30 years. Run participants see two Polo matches and more. More details on the Fun Run route leading up to the Polo For Heart event to come.

June 17: Welcome to Summer. Ancaster and surrounds

Neil Dowdell, neildowdell@hotmail.com

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

July 7: Bear Manor Fun Run and Exotic Car Show

Vaughn Warrington, 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.hbrosz@brosz.net

The run will start on Major Mackenzie near Highway 404. It will run east to the Chalk Lake Spring, Tyrone Mill, Mosport, Ganaraska, Newcastle, Lake

Ontario, Newtonville and the 401 for a total of about 100km. Then to Brosz Farm for a BBQ lunch. Bring a water jug for fresh spring water; your meat and drinks; your own special treat (e.g. berries, mushrooms, homemade preserve, baked goods, fruit from your garden, musical instruments etc.).

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

Chris Leavens

chris@leavensvw.com

Meet at 10am at the dealership (600 Oxford St. West) for a scenic drive along the North Shore of Lake Erie to Port Dover for lunch at the Erie Beach Hotel. ☼

1	DATE IN 2012	CAR EVENTS	HOSTED BY	CONTACT INFO
2	May 5	Muskoka Spring Fun Run	David & Anne Forbes	david.forbes@NBPCD.com
3	May 12/13	-	-	-
4	May 19	Collingwood Area Fun Run	Dwight Dyson & Hazel de Burgh	dwight.dyson2@sympatico.ca
5	May 26/27	-	-	-
6	June 2/3	-	-	-
7	June 9/10	-	-	-
8	June 16	Fun Run to Polo For Heart	Jim MacLean	James.MacLean@NBPCD.com
9	June 17	Ancaster and Surrounds	Neil Dowdell	neildowdell@hotmail.com
10	June 23	Summer Rally	Sajjad Butt	sadia.butt@utoronto.ca
11	June 30/1	-	-	-
12	July 7	Bear Manor Fun Run	Vaughn Warrington	vaughn.warrington@nbpcd.com
13	July 14/15	-	-	-
14	July 21/22	-	-	-
15	July 28/29	-	-	-
16	August 4/5	-	-	-
17	August 11/12	-	-	-
18	August 18/19	-	-	-
19	August 25/26	-	-	-
20	September 1/2	-	-	-
21	September 8/9	Targa Muskoka	Walter Murray	murray.dexta@gmail.com
22	September 15	GTA East and Farm BBQ	Helmut and Elizabeth Brosz	hbrosz@brosz.net
23	September 22	North Shore Lake Erie	Porsche of London	chris@leavensvw.com
24	September 29	Muskoka Fall Fun Run	David & Anne Forbes	david.forbes@NBPCD.com
25	October 6	Fall Rally	Sajjad Butt	sadia.butt@utoronto.ca
26	October 13/14	-	-	-
27	October 20/21	-	-	-
28	October 27/28	-	-	-

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

TRACK TALK



Dave Osborne
Track Chair

I'm not a big fan of naming things after sponsors. I don't think I should be wearing some company's logo on my chest or the ass of my pants. I don't think a car dealer has the right to place a sticker on my fresh paint. They didn't participate in paying for the darn thing so why should I advertise for them?

Advertising has always been a way to fund motorsports. I understand that. I expect all the sponsor's decals on race cars, uniforms and anywhere beside the track that a camera might aim. It's how you justify the big bucks it costs to run these events. I'm just not a big fan of naming things after them.

Corporate renaming of historic places is just plain wrong. Kingston has the oldest town square farmer's market in Canada. When the city was rebuilding it they spared no expense to keep it historic. From the curved coach lamps to the cut limestone paving surface, they did a great job of making it suit the historic square. Then a wealthy local family who owns our hockey franchise traded a million dollars to have it named "Springer Market Square".

They are now the butt of ego jokes all over town, and the Councilors who allowed it are not appreciated. That's partially because \$16 million of the project was paid for by the taxpayers. If anything, it should have been named Taxpayer Market Square and the Springers given a bench or something. But I digress.

Corporate sponsorship doesn't last. Remember the Corel Centre? How about the Molson Indy? Even the Oscars this year were held in the Chapter 11 Theater since they couldn't use the Kodak Theater's name while it's in Bankruptcy. That's why the smart thing to do is hyphenate any sponsorship so the history of buildings or race tracks isn't lost. Mazda was wise to call their track Mazda Raceway – Laguna Seca. If the track's sponsorship should change, or end, the famous Laguna Seca brand is

still in existence. I think the new owners of Mosport are making a huge mistake in renaming a historic Grand Prix track after their Canadian Tire sponsor. Not only is it not an international brand, which racing is, but now their break-fast sandwich must be renamed as a McCrappy Tire. That doesn't sound nearly as good as a McMosport.

What else will be renamed. How about changing the Mario Andretti Straight to the Furnace Filter Aisle, or Moss Corner to Skate Sharpening Corner? My suggestion is don't lose the historical Mosport name. If you have to, at least hyphenate it. Renaming historical things can go very wrong. I feel sorry for the British announcers who attempt to keep a straight face while mentioning the "Simply Sausages – Donington Park Race Track". Really, I'm not kidding.

The season is well underway. We had the Braidan Michelin charity event that drew a whopping 76 signed off drivers out to Mosport in April. It takes a brave group to face the mighty Mosport weather in April, but those who braved the elements raised \$5,700 for Wheels For Humanity. We also got the first peek at the track since the construction started. There are two new pedestrian bridges, a new tunnel, expanded lower parking lots, a new run off area in Corner 9 and a wide paved expanse at the entrance which will house the new Registration building. I'm told that they intend to repave the entire track at the end of this season, so we can look forward to constant improvement of the facility.

It's not too soon to remind you that we are going to Calabogie this year. Because of the high cost of running that venue, it's important that you sign up as early as possible. In order to make the event financially viable I've been considering taking in an outside group to purchase some track time from us. I would rather our own members' fill the event so we can maintain our own run groups and remain Porsche only. It's an amazing place to drive, so try and get that weekend free and sign up as soon as possible.

We have some new assistants on our Track Team this year. Sheri Whitlock has stepped up to assist Keith Andersen with his Safety duties. Sheri lives fairly close to the track so she will be one of the first to arrive and assist with placement of the cones and fire extinguishers and assess the condition of the track prior to our Safety Meeting. Sheri's enthusiasm and smiling face is something I always look forward to at our events. Especially early in the morning.

Laurel Ward has offered to assist our Worker Assignment Chief Del Bruce. Since Del also has students at the track, Laurel will take on the daunting task of moving the

Volunteer Workers to their assigned positions. Making sure we are safely covered in all areas is an important function that makes our events run smoothly. Laurel is a wonderful addition to the Team and part of our long term succession planning.

Walter Murray is a no-nonsense, take-charge kind of guy, so we are pleased that he was our Clerk of the Course in place of John Adam while John was away in Europe. Walter has been assisting John in the tower for some time now, so we look forward to working with him to keep everyone safe and organized.

Volunteers like those mentioned above are the backbone of our organization. Without them we couldn't afford to have the level of programs we have at UCR. So when you run across them in the paddock, don't hesitate to thank them for their efforts. They make us all proud.

Get the comfortable shoes out, it's Track Walk time this month.

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

2003 Porsche 911 Turbo; Silver exterior, black interior, 6-speed, full carbon fibre interior package, RUF package, Bose sound; no scratches, no marks; absolutely a 10; 2nd owner; 19,000 kms; all books and records; price: \$65,500.00. Contact Dale at dalepalmer3@aol.com

96 911 Twin Turbo (993); Black on Black (all original paint), 46k miles, aluminum gauges, shifter knob, hand brake; Turbo S oil cooler, Techart brake ducts, lumbar seats, front protection bar, GHL muffler bypass (have mufflers also), 100 cell cats, excellent condition. Adult-owned and driven. Burns no oil; no leaks; no smoke. \$72,000. Recent service includes new valve cover gaskets, new engine mounts, new brake pads and new a/c compressor. All scheduled service completed. PPI welcome. Please contact Danny at dannykroll@hotmail.com

Porsche 1990 Carrera C2; Seeking a good home for my Carrera C2. Four consecutive Concorde class wins with UCR Porsche Club. Black on black; standard 5-speed, Turbo Cup wheels, updated aero mirrors, lowered. 3.6-liter, 6 cyl. air cooled. No engine mods, all standard Porsche components. Sunroof, leather, air, powered bolstered seats, rear wiper, deploying rear spoiler. No winters, always garaged, no racing, no accidents, original paint, no rust anywhere. Canadian car, available car fax, mature driver, 18 year UCR member. 2nd owner, 116,000 km. Will sell certified. Asking price \$26,300. If Interested contact Colin at nines @sympatico.ca*

1997 Wide Body 993 C2S; one of the last air-cooled "good" ones with Tiptronic; 109,082 km (67,780 miles) imported from the US in 2009 (southern car). I was a little iffy about the tip when I bought this 993 but I have to admit it is a joy to drive. The paddles are fun when you are feeling up to it but it's also nice to be able to have a Tim Horton's going on. No road rash. Interior in great shape. Tan and black combination was option and is really sharp. Stereo/CD upgrade is nice touch. Tires are good condition and all service is up to date. Absolutely no mechanical issues. 2 Sets of wheels the RUF's that are on it and the original set. I have a complete service history. Asking price \$37,500. If interested contact Chris at (416) 294-1716*

1980 Porsche 911 Targa; 3.2 litre, dual Webber carburetors, producing 280 HP, 5-speed. Dyno information available. Compression leak-down tested, no leaks. Guards Red. Beige leather interior. Momo Steering Wheel. Whale tail. New tires and battery. AM/FM/ CD. Excellent condition (no accidents and no winters). Maintained by Chris Kirby. Asking price: \$23,900. Contact Ian at (613) 837- 2333.*

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

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

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

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

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

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

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

MVS Motors Ltd
112 Select Ave Unit 5, Toronto, M1V 4A7
416 412-3777 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

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

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

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

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

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

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

Greenlink Auto
23 Harlech Court, Thornhill, L3T 6L5
905 707-1921 greenlink_auto@yahoo.ca

Hockley Autosport
8981 Hockley Rd. RR#1, Palgrave, L0N 1P0
905 729-2971 hockleyautosport@hotmail.com

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

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

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

EAST

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

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

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

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

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

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

WEST

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

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

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

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

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

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

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

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

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

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

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

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

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

RENNSPORT AND U.S.

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

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

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

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

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

PERIPHERAL VISION



John Adam
UCR Historian

In May, our Portuguese wine group toured the Douro Region of northern Portugal and we followed that with a visit to German car museums. While in Stuttgart we met with Paul Gregor, Porsche AG rep for PCA, had a tour of the new Porsche museum. As well, we took the opportunity to visit the Mercedes museum and went to Salzburg to see the Red Bull museum. It has been 17 years since our last visit and a great deal has changed. Much has been written but we enjoyed the update.

As you read this, we are planning the details of our trip to Salt Lake City for Parade. This will provide the opportunity to tour the genealogy archives of the Mormon church. We have been using their local facilities for Slovak genealogy research for many years. Nowadays, most of the relevant old church records from Slovakia have been digitized and are available on the Mormon's family history web site.

To help with your weekend racing entertainment, there is a local web site that is a gold mine of exactly the race information that you may need. Oakville's George Webster provides George's race listings for the current month. He gives you the day, date, time and channel for all of his race picks. What more could you ask for? It is carried on The Star

"Wheels" web site at <http://tinyurl.com/88wwaue>. It's a great web site for race fans. Check it out.

For NNJR at Watkins Glen August 3-5, registration opens June 8. For The Glen, we have found Corning to be the better place to stay, with more shopping, a variety of dining and a pleasant environment. About four hours will get you to the hotel. From Corning, it's a very easy drive to the track, with two traffic lights and one stop sign from the hotel all the way to the track. On the downside, area hotel rates seem to have sky-rocketed and I am amazed that they can get the prices being demanded for basic accommodation. Best of luck on finding anything close to \$100 a room night.

For further information on other driver ed events, check the PCA web site, which has a searchable calendar. 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. ☻

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BOARD MEETING

Minutes for April 3, 2012 - Submitted by Isabel Starck, Secretary

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

Attending: Arthur Quinlan, David Forbes, Martin Tekela, Mario Marrello, Richard Shepard, Horst Petermann, Del Bruce, Isabel Starck, Mike Edmonds, Mike Bryan, and Tomiko Murk

Regrets: Otto Mittelstaedt, Tim Sanderson, Walter Murray, and Kye Wankum

Meeting Open: 18:40

Mario Marrello Introduction

- Confirm objectives and agenda. Mario added subject of contributing to the Canadian Motorsports Hall of Fame Charity.

Confirm Minutes

Arthur made a motion to accept the minutes, seconded by Mike Bryan.

Mike Bryan Membership Report

- 30 new members added in March 2012. A net gain of 22 members for a total member count of 3152.
- Quarter 2 Promotional Postcards presented to the Board. Porsche Cars Canada continues to support the club by sponsoring the postcard.
- Horst reported on the positive responses to board member calls to members who had allowed their membership to lapse.
- Del commented that each new member costs the club \$12-\$15/year and a plan should be established on how to properly manage the growth expense ratio. Suggestions on how to cover costs included an increase in membership dues and/or charging a nominal fee for Provinz.

Tomiko Murk Treasurer's Report

- P&L reviewed in depth, closely noting a potential loss of revenue for 2012 primarily due to the implementation of our Charity Day.
- Concerns pertaining to Credit Card charges discussed. Isabel to forward information on Elavon, Credit Card processing company, to Tomiko.
- Increase in revenue suggested by increasing membership dues. HST, reported yearly, has been paid for 2011.
- Mike Bryan to investigate whether HST must be charged for sponsorship of club events.
- Budgets have been received for most events in 2012.

Horst Petermann Club Race Update

- To offset the club's cost, BMW Trillium Club will donate \$8000.00 to run their own race during our Club Race.
- Five Porsche Club Race events throughout the USA have already sold out. Mosport Race expected to follow suit.
- Michelin, spec tire for the event, and Braidan, Canadian distributor, will co-sponsor event.
- Expenses reflect a decrease over last year, for a projected total of \$74K.
- Volunteers will be sought during Open House.
- Promotion of event by attending event in Watkins Glen.

Mario Marrello Open House Update

- Site plan presented.
- Eight proposed vendors reviewed.

- Feedback requested by Paul from the Board regarding layout.
- Jessica Usselman and Isabel Starck will cover ongoing interactions and planning while Paul Ip, Open House Chair, is away.
- Budget previously presented \$1600 deficit, projected loss remains unchanged.

Richard Shepard Concours Update

- Kye is in talks with Meguiar's for the naming sponsorship (outcome end of this week), as well as a number of other sponsors, mostly regulars from the last two years.
- The venue is a traditional or proper Concours setting at Appleby College on the lakeshore in Oakville, not on our traditional field, but rather, one close to the entrance, next to Lakeshore Road, with plenty of close-by parking.
- The date is June 3rd, with a rain date of June 24th. Entry is \$25 pre-registration / \$35.00 at the gate + HST.
- Chris Ralphs is also talking to Appleby about possibly catering the event, rather than having an outside vendor come in. But, this is only if they do not require a guaranteed minimum revenue. The theme is back to tradition, on the grass, in the green, possibly with some live classical music or jazz, class, elegance, etc.
- Peer judging with 19 classes plus people's choice. Event is open to all genuine Porsches — entrants need not be UCR members.
- 70 people/cars expected to attend.

YES Update

- Phil Downe is currently away but has been busy establishing his sponsorship base, getting the city permitting matters under way, etc.
- We will need volunteers to man the UCR tent for the day to hand out UCR promo material and talk to guests.

Provinz Report

- Provinz is up to 56 pages; 30 pages in colour and 26 pages in B&W, to fit all of the event announcements that have started coming together.
- Current issue mailed on March 30th and should reach members by April 5th (4 business day service).
- Preliminary numbers for April 2012 are at a cost of \$1.10/member for a YTD average of \$1.15/member.
- We welcome MVS Motors as the newest Provinz Advertiser.
- The Provinz team and Mike Bryan met last Saturday and discussed the readership survey. Associate Editor, Emily Atkins has taken on the task of condensing the survey responses into usable data for the future production of the magazine.
- The succession of the editor's position was also discussed at that meeting. The main concern is the large time commitment that is required. Emily Atkins has offered to define an organizational chart to help determine how the editor's role could be distributed amongst several volunteers, as co-editors, with one commissioned editor-in-chief overseeing the monthly production.
- We are still looking for a new editor for Provinz to take over from Kye and another volunteer to help with advertising sales. The Provinz team is now actively advertising to fill the positions of Editor and Advertising Chair; the April issue of Provinz carries a separate announcement to that effect.

Mario Marrello Web Report

- Otto entered the UCR website into the PCA National Awards competition.
- Contact Otto directly to include any additional news in the upcoming email blast. >

Del Bruce
Driver Education Update

- Both Introductory Driver Schools (IDS) sold-out.
- Registration for 2011 events to date, May - October: 121, 127, 73, 87, 101,73.
- Fire Extinguisher (FE) policy: Driver Education team decided that FE policy will remain the same. Markus Blazak conducted a survey and found that more than half of PCA regional clubs require a FE.
- Additional IDS considered for later in the year, to be decided at a later date.
- Isabel asked about alternative schools that may be recognized by the DE team to accommodate unfulfilled DE demand. This request will be forwarded to Stephen Goodbody.

David Forbes/Del Bruce
Charity Run Update

- David Forbes and Jill Clements-Baartman, Charity liason, met with Del regarding upcoming plans.
- David and Jill to work together on the registration of participants.
- Budget total of \$14,927 is within proposed budget.
- 250-300 people expected to attend. 10x200 foot tent provided by Vintage Racing Association.
- 22 instructors, including 17 black run group members, have registered.
- David applauded Del's efforts for making this event a success.

David Forbes
Targa Muskoka Update

- Scheduled for Sept. 7-9, 2012.
- PDF Flyer now posted on web site incorporating details of the Rally.
- Registration form and full details on Henry of Pelham wine flight at the Saturday dinner.
- Internet based marketing program targeting fun run, rally and other potentially interested parties.
- Targeting 40 cars, an increase of 15 more than Targa Manitoulin in 2011.
- At this early date, almost 40% booked.

Fun Runs/Rally Update
Both Spring and Fall Rallies in planning and promotion stages. Seven Fun Runs confirmed, with two fully booked. Two additional Fun Runs in planning stages.

Isabel Starck
Monthly Socials

- April 10th event to be held at Edward Street Bistro, Aurora.
- Speaker Joseph Miguez of 1st Choice Garage confirmed.
- May 8th event to be held at Audio Excellence in Vaughan.
- Owner, Adrian Low, will host this as a private event, inviting manufacturer representatives to demonstrate individual home entertainment systems.
- June 19th event to be held at Downtown Fine Cars Porsche. DFC will host this as a private event in the upper parking of the dealership.
- Speaker to be announced.
- July 10th event to be held at Pfaff Porsche in Woodbridge. Owner, Chris Pfaff will host this as a private event.
- August 14th event to be held at Port Credit Yacht Club. Co-event with BMW Trillium club. Speakers will consist of a panel of autosport journalists including Jim Kenzie and John Mahler.

Isabel Starck/Tim Sanderson
Braidan Open House Update

- Date confirmed for Saturday, April 21st from 12:00-3:00pm.
- Presentation pertaining to tire setups for track and street use will be made by Brad Shimbashi, owner of Braidan Tire.
- All BoD and their guests are encouraged to attend and show their support.

Mario Marrello
Autocross Update

- Registration is now open online.
- Submitted Autocross handbook for event chair description.
- Budget will be prepared for next meeting.

Canadian Motorsports Hall of Fame

- Rudy Bartling will be inducted into the hall of fame on April 21, 2012.
- Congratulatory letter to be prepared for him by Mario Marrello.
- Hall of Fame is a non-profit organization. Kye requested UCR donate approximately \$1000.00.
- Discussion ensued regarding UCR involvement in their awards dinner.
- Proposal made to buy a table for 10 plates at \$195/plate.
- Mike Bryan moved that UCR buy a table at the Hall of Fame awards banquet for \$2000.00 for the purposes of reselling the tickets to the membership so that UCR is represented at the event. Martin Tekela seconded.

Martin Tekela
Nominating Committee Plan

- Mario is co-chair.
- As per bylaws, 5 members in total will make up the Nominating Committee. One member from the general membership with a maximum of two required.
- Mario, Martin, and Horst will represent the Board.
- Skills will be assessed for positions to be filled. Their ability to contribute will be important in the selection of the 1-2 members from the general membership.

All
Board and Chair Role Descriptions Update

- 10 descriptions received to date, more than 50%.
- Isabel reminded all members to forward their descriptions to her and Mario upon completion.

Mario Marrello
Any other business

- Isabel requested a report on the Z1 meeting. Mario reported the following:
 - Concours to be held at Bose head office and Autocross at Devins Airfield.
 - Mario suggested that Membership dues be increased. No appetite to increase expressed by fellow Club Presidents. PCA is the largest single make car club in the world. Additionally, it is run individually and not owned/run by Porsche AG. Mario to invite Jennifer Webb to our May BoD meeting to present a 2008 survey presented at the Z1 meeting.
 - Mike Bryan asked on behalf of Kye whether there is any conflict using Provinz to promote Downtown Porsche promotional track days.
 - Martin requested details in regards to what the track team has planned for instructors in terms of development/training with an emphasis on new generation cars. Del reported that Stephen Goodbody, Chief Instructor, runs DE days by Club rules. Charity afternoon on June 8th, to be used as an instructor training day. Modifications are being worked on by Stephen. Potomac region is utilizing seminars to train instructors.

Mike Bryan
Next Meeting Location

- Marriott Toronto Airport Hotel 901 Dixon Rd. Toronto, ON M9W 1J5

Meeting adjourned at 21:58 ☒

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