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



March 2012

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**Cover photo:** UCR Member and 2012 Canadian Motorsport Hall of Fame inductee, Rudy Bartling driving the Kyser Racing GT3R at the American Le Mans Series Race at Mosport in 2000; photo, courtesy of Bartling Archives

# PRESIDENT'S MESSAGE



**Mario Marrello**  
UCR President

Many years ago (too many to admit), I read an article that introduced me to the phrase “Zen of driving”. That phrase stuck with me for some reason. Right or wrong, this phrase meant to me that I should be able to drive the car extremely smooth, being alert and aware of what the car was doing at all times. Every input I delivered to the car’s controls would require me to listen and feel the car’s feedback and adjust the input accordingly. It meant that my driving would be so smooth so that both the car and my senses became aligned. All this sounds like some sort of yoga magic, but in fact, it is possible to achieve this state, especially with a Porsche.

It wasn’t until I finally picked up my first Porsche that I really started to realize what that phrase means. We all know that one of the reasons Porsches are such great driving machines is their inherent ability to communicate to the driver through the seat and the controls.

Driving, for many people, feels like a chore. This is of course unavoidable, as their entire driving experience is driving in bumper-to-bumper traffic on the commute to work. Rarely do they have the opportunity to truly experience driving and to push themselves to find their limits and enjoy the driving experience.

Enter UCR. We are all lucky to have the opportunity to drive such great cars. We are even luckier to belong to a community of people who share the same interest and enthusiasm for these cars. All the events we provide for our membership are geared toward either helping us appreciate the cars or expand our network with people who share the passion for these cars.

Soon after I joined UCR, I became more aware of this “Zen” experience as I got better at driving the car. How did this happen?

I participated in the Autocross. That gave me the opportunity to safely push the limits of my driving and my car. Then I attended IDS and a number of DE events and again, learned more about my limits and those of the car. Events like the rally, which challenge you to follow a route and hit

the checkpoints at prescribed times, require concentration and improve your driving skills while giving you an entertaining driving experience.

Events like fun runs provided me with the opportunity to take the car along routes I had never been to, and truly appreciate the value of a drive in the country.

Even our social events enlighten us. We meet with old friends and establish new relationships with people who have a common interest. We share our experiences and learn new things. At the February social for example, we had the opportunity to learn about Porsche’s new car introduction, the 991. Porsche Canada’s Laurance Yap was available to present some photos and specifications about the car and discussed what improvements were made in the 991. Personally, I think this car is gorgeous and I hope one day to be able to take one out for a test drive and be able to buy one, further providing me with the ability to take my “Zen” to the next level.

We are having our Open House event, which used to be called “Shift into Spring” on Sunday, May 6. This event is intended to introduce our membership to our events, provide the opportunity for our sponsors to present their wares, provide members the opportunity to show off their cars, or maybe even sell one. It’s also a social event, where you meet some event chairs and members of the board and share your experiences and insights. We haven’t confirmed the location of this event yet but details will be published in future issues of Provinz and the website as they become available. In the meantime, mark your calendars for May 6.

Keep well and stay safe,

Mario Marrello  
m.marrello@computer.org ☎



## 2012 Calendar of Events



Please check future issues of Provinz, as details for some events are yet to be confirmed. As always, for last minute updates on all events, please visit the UCR website at [www.pcaucr.org](http://www.pcaucr.org)

### JANUARY

10 Tues UCR Social Meeting at Mimico Cruising Club

### FEBRUARY

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

### MARCH

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

### APRIL

10 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) 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)  
8 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
12-13 Sat-Sun UCR Driver Education at Mosport  
19 Sat Collingwood Area Fun Run (see Fun Run Calendar on page 37)  
19-20 Sat-Sun Zone 1 - Rally and Concours

### JUNE

1-3 Fri-Sun Zone 1 - Clash at The Glen  
9-10 Sat-Sun UCR Driver Education at Mosport  
12 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
16 Sat Fun Run to Polo For Heart (see Fun Run Calendar on page 37)  
24 Sun UCR Autocross, Toronto Star Facility, Woodbridge  
17 Sun Ancaster and Surrounds Fun Run (see Fun Run Calendar on page 37)  
15-17 Fri-Sun Zone 1 - 48 Hours  
23 Sat Summer Rally (see Fun Run Calendar on page 37)

### JULY

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

### AUGUST

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

### SEPTEMBER

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

### OCTOBER

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

### NOVEMBER

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

### DECEMBER

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



# SOCIAL EVENTS



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

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

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

## Upcoming Events

**Tuesday March 13, 2012**  
**Mimico Cruising Club, 200 Humber Bay Park Road West,**  
**Toronto, M8V 3X7, Phone: 416-252-7737 <http://www.mimicocruisingclub.com/> Gate Code: 01976**  
**Speaker: Ron Fellows**

Join us for an exclusive night with Ron Fellows, Canadian Race Car Living Legend, as he fills us in on the future plans for the Canadian Tire Motorsport Park, affectionately known as Mosport to Porsche Club Members. Hear firsthand the plans the Canadian Tire Motorsport Park has in store for the Canadian racing community. This event is sure to attract many racers and Driver ED participants as the old Mosport has undergone some major

changes since the final track day last October. Ron Fellows is recognized as one of North America's most versatile and successful road racing drivers; winning in series from NASCAR to the 24-Hours of Le Mans. Most notably, this past September, he was inducted into the Corvette Hall of Fame. Don't miss this exciting event held at Mimico Cruising Club in Etobicoke. RSVP's are highly recommended for this event.

**Tuesday, April 10, 2012**  
**Details to be confirmed.**  
**Please see the UCR website for updates.**

## Past Events: February Sweetheart Social

Photos by Mario Marrello and Isabel Starck

Laurance Yap shared his recent experience with the 991 while trekking around South Africa. There were a total of 200 Porsches making their way through some of the most beautiful scenery and breathtaking views. However, it was actually at Camp4 in Mont Tremblant where he fell in love with the 991. As always, Laurance had many new insights into the wonderful world of Porsche. He shared several slides on the improved performance of the new 991 along with many images of Porsche's exciting launch. This was just days before the official dealer launches at Brookfield Place in Downtown Toronto, which were being held at the same time as the Toronto International AutoShow start. As a special delight, for their cheerful and amenable willingness to forego Valentine's traditions, Porsche Ladies were treated with Long Stemmed Red Roses at the end of the night. Quite special were the gentlemen who chose to include their loved ones by taking a rose home to them. Love was in the air and it was evident in the Couple Photos I took throughout the night. Thank you all for participating in our Sweetheart Social, and a Very Big Thank You to Laurance for giving us an inside preview of the new 991.



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

# WELCOME! NEW MEMBERS

Name	Location	Model	Thanks To
Mitch Abrahams	Toronto	11-911	Jeffrey Wagman Mantis Racing
James Blake	Oakville	02-Boxster S	
Irene Clements	Whitby	88-924 S	Bruce Trigg
Derek Derksen & Jarrod Stark	Etobicoke	09-911 C2S	
Steve & Colette Farrell	Oakville	07-911	
Ken & Leta Forbes	Whitby	09-911	
Stephen Jones	Guelph	86-911	Robert Moniz Mantis Racing
Ross & Elizabeth Mackin	Oshawa	08-911	
Anthony Mantella	Toronto	11-911 Cup	
Ted Olechna	Toronto	82-911 SC	
David O'Neill	Thunder Bay	06-Boxster S	
Douglas Quan	London	12-Cayman R	
Timothy Revely	Toronto	03-911 GT2	
Thomas Siegner & Deb Dolmage	Lambton Shores	04-Boxster S	
Brian Skinner	Toronto	08-911 C2S	
Fritz Staheli	Sharon	05-911 TS	
Chris & Lisa Tanser	Burlington	90-911 C4	
Gordon Walker	Ajax	07-911 GT3 RS	
Roderick & Cynthia Young	Orillia	09-911	

# CONGRATS! ANNIVERSARIES

## 25 YEARS

Ronald Cook  
Josey Reid  
Phil White (the old)

## 20 YEARS

Chris Black  
Brent Hunter  
Pauline Lee

## 15 YEARS

Jeff Karl  
Carolyn Perchaluk  
Karen Stuart-Williams  
Robert Sutherland

## 10 YEARS

Catherine Carroll  
Rod & Susan Finlayson  
Samuel Kei  
David & Foo Mew  
Mike Ross  
Bob Shanks & Kelly Shortt  
John & Christine Sullivan

## 5 YEARS

Alexander Anissimoff  
Sheri Austin  
Paul Bergmanis  
Brian Crockatt & Barbara Ross  
Phil Downe  
David Forbes  
Bill & Laura Hanson  
Randy Irwin  
Hubert Lee  
Mark & Rhonda Lee  
Andrew & Michelle Liem  
Bill & Phil Mardimae  
Alex & Peter Miller  
Alex Morin  
Jose Santos  
Bob Seitz & Gail Yee  
Joanne Tountas  
Stephen Wilde



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# EDITOR'S RAMBLINGS



**Kye Wankum**  
Editor

Despite the extremely mild winter we've had, anticipation for the track and racing season is building during these last days of February. The 24-Hours of Daytona race is already behind us, and the next endurance racing classic—the 12-Hours of Sebring—is just around the corner. While our own track season is still a few weeks off, we are busy scheduling and making plans, and rightly so. The UCR IDS (Introductory Driving School) days on April 14th and 28th are filling up fast and, as they are a prerequisite to your participation in our Driver Education Program, you should be booking your spot now to avoid disappointment.

As not too many UCR events are under way yet, this is a great time of year for me to catch up with articles I've been meaning to publish but haven't had time or space for. Last month I reported on the endeavours and successes of fellow member, Marco Cirone and 6thGear Racing, supported by Provinz advertiser, Bestline Auto Tech. This month, I am very pleased to bring you a multi-faceted story that began with yet another great vintage racing weekend at Mosport last year, with the likes of Ludwig Heimrath, Walt MacKay and Rudy Bartling joining us under the Hunter Motorsport tent for the weekend, and culminating in the recent great news that my dear friend Rudy Bartling will finally be inducted to the Canadian Motorsport Hall of Fame this year. Please see the story within, to be followed by more coverage on the Motorsport Hall of Fame and the Induction Gala in next month's Provinz.

If the portion of the story on vintage racing kindles your interest, better book your flight now to attend the Amelia Island Auction this year, where the Drendel Family Porsche Collection will go under the hammer on March 9. Talk about some very collectible Porsche race cars...

One important UCR event that is not too far off, and deserves special mention here, is the UCR Open House, to be held on May 6th. Details are still being ironed out at time of writing, and will be announced in Provinz and on the UCR website later. This is our official kick-off for the season—formerly known as Shift-Into-Spring—offering all of our event chairs the opportunity to present their plans for the season, a chance for our advertisers to show off their offerings, and an excuse for you to come out and socialize, bring the whole family, maybe put your car in the Show-and-Shine event, and check out the UCR events for the season, as well as the offerings of our vendors.

After seven years of filling this position, I am actively 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—all with some terrific support from your Provinz team. Please contact me directly to find out more about this rewarding position: kye.wankum@rogers.com ☎

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## THE WAY WE WERE...

### 25 Years Ago

Your Provinz editor was John Adam and the team included names like Bruce Farrow, Mark Herring, Dennis Rak and Colin Black. Marc Plouffe promoted his UCR rally and reported on his abysmal result as an entrant in a charity rally with a blind navigator. Downtown Fine Cars became an advertiser. We really enjoyed the monthly socials at Gasthaus Schrader. Jack Boxstrom was our guest that month. Our UCR track events were at Shannonville and were single-day events followed by dinner at Little Lake Pavilion. The Mosport DE venue was hosted by Ottawa Region and NNJR. Dennis Rak wrote about emerging electronics. Our 1983 944 was offered for sale. It came with mandatory UCR membership for buyer David Morrison.

### 20 Years Ago

David Gaunt was editor. Bruce Farrow made the cover in a 356 and wrote extensively about Classic Porsches. President Clive Van Wert extolled the virtues of Driver Ed, headed by Crawford Reid and chief instructor Howard Dexter. UCR was on track at Mosport for all DE events. Shift Into Spring was at Howard Johnson on Dixon Road. Steve Megill was promoting Autocross. Brett Goodman was monthly speaker. Scott Goodyear's wife Leslie Ann had a baby boy. Umberto Deboni was promoting a swap meet. Dennis Rak wrote about coolant. As Zone 11 rep, I wrote about the PCA National meeting in SC and the upcoming Parade in San Diego - gosh, has it been 20 years? PCA Club Racing was being bandied about with a first race in the planning stages. Richard Roell was selling a 928S + various parts.

### 15 Years ago

Rainer Beltzner was the boss. Karl Thompson the editor. Big group at 24-Hours of Daytona and a lengthy report. Andy Wright was promising great fun at the Multi-Event Weekend in NOTL. The Boxster was to be introduced at UoT in April. Jay Lloyds was Racing Around the World—Part VII. David Morrison, who bought my 944 10 years earlier, was selling 911 parts; the turncoat!

Contributed by John Adam, UCR Historian ☎

## Zone 1 Dates & Notes

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

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

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

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

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

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



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# DRIVER ED



## UCR Driver Ed Dates for 2012!

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

### Introductory Driving School

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

### Driver Education Program Dates

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

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

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

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

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

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

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

## 2012 UCR AUTOCROSS SERIES DATES CONFIRMED

Sunday, June 24  
Sunday, August 12  
Sunday, September 16  
Sunday, October 21

All events will be held at the Toronto Star  
facility at 1 Century Place, Woodbridge, ON  
L4L 8R2

Please see the UCR website for more details.  
More information on Autocross events is available through the  
PCA National and Zone 1 web sites.

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## UCR DOES IT AGAIN

Upper Canada Region again wins the contest for actual membership growth in all of PCA for 2011

REGION	End 2010	January	February	March	April	May	June	July	August	September	October	November	December	Actual
Upper Canada	1662	1672	1663	1650	1689	1730	1738	1781	1812	1843	1869	1879	1938	276
Everglades	224	235	249	264	262	268	270	305	317	315	321	326	347	123
Lone Star	1084	1075	1084	1097	1106	1117	1136	1153	1154	1172	1186	1202	1206	122
Peachstate	1212	1209	1216	1226	1235	1229	1253	1257	1268	1288	1301	1311	1319	107
Maverick	1146	1148	1157	1147	1159	1162	1171	1188	1203	1219	1231	1242	1241	95
Florida Crown	456	466	471	490	504	520	532	547	565	551	551	546	550	94
Mid Ohio	462	472	468	468	472	476	474	484	481	487	490	494	540	78
Potomac	2204	2223	2228	2237	2247	2252	2249	2254	2240	2283	2299	2278	2281	77
Suncoast Florida	1076	1088	1100	1108	1114	1109	1111	1117	1128	1123	1128	1126	1148	72
Carolinas	1465	1469	1472	1477	1487	1491	1507	1498	1514	1505	1533	1531	1535	70

REGION	End 2010	January	February	March	April	May	June	July	August	September	October	November	December	Factored
Everglades	224	235	249	264	262	268	270	305	317	315	321	326	347	317
Upper Canada	1662	1672	1663	1650	1689	1730	1738	1781	1812	1843	1869	1879	1938	195
Red River	109	111	112	115	123	133	138	142	147	149	150	147	149	157
Florida Crown	456	466	471	490	504	520	532	547	565	551	551	546	550	157
Ocmulgee	91	95	97	103	101	105	100	107	115	114	113	115	121	131
Mid Ohio	462	472	468	468	472	476	474	484	481	487	490	494	540	129
Las Vegas	244	245	240	246	244	243	244	245	243	270	276	284	296	127
Lone Star	1084	1075	1084	1097	1106	1117	1136	1153	1154	1172	1186	1202	1206	116
Schones Land	61	61	63	64	67	68	72	69	72	77	78	79	81	109
Coastal Empire	226	230	239	240	242	242	246	251	263	257	263	264	267	105

PCA Membership Contest Final 2011

## LETTERS TO THE EDITORS

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

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

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

Emily,

I just read your February Provinz article on the Joy of Daily Driving.

Brilliant, absolutely brilliant. Your enthusiasm pours through your words and I can't say when I've enjoyed an article more.

Outstanding work; I'm a fan.

Dave Osborne





UCR Tech Session

by George O'Neill, UCR Tech Editor

996 + 1 = 997 + 1 = 991!

Just when we thought we had figured out the logic behind Porsche's 911 series naming convention, we get thrown for a loop.

Remember when the year 1999 brought us the first water-cooled rear-engine Porsche, perhaps the most revolutionary update to the 911 since its introduction, known as the type 996? I do, and I remember it well. I was driving up a hill in the Presidio of San Francisco area following a silver Cabriolet, and I fell in love with the look of the car, especially from the rear.



Porsche 996

Then in 2005 we were treated to an evolutionary updated car, one in which Porsche returned to the correct headlight shape, and designated the car the type 997. I first saw a 997 in the showroom at Downtown Fine Cars in Toronto, again a silver Cab, but what stood out this time was the full cocoa leather interior and matching roof. To this day I still think about that color combination as one of the most tastefully done cars I have seen. But I digress.

Now, during the last couple of years, we have been taunted with spy photos of an all-new 911, which many of us naturally assumed would be called the type 998. Finally we thought Porsche was being logical about its naming convention, by just adding a one to the previous type. No more jumping from 911, 964, 993, 996, and 997. But, some things are not what they seem.

As we now know, the latest incarnation of the 911 sports car is designated internally by Porsche the type 991. To the general public it is still the 911. Why then carry both internal and public designation for the same car? And why isn't the internal designation of the new car the 998 as logic would suggest?

The answer lies in the world of design and product development, and clandestine code names as products are developed. Welcome to the world of secrecy, late night work and the need for privacy. But, why? Surely, cars are not national secrets worthy of a James Bond novel.

Indeed they may not be, but in today's competitive business environment, with information and data being shared at the speed of light, and almost everyone walking around with a camera in their pocket phone connected to Flickr or YouTube, it is even more difficult to keep a product under wraps until it is ready to be released to the public. Letting people see the product before it finishes a rigorous development program may lead to false impressions and damage the sales of the current product.

Releasing the product late also has negative implications, so timing is everything and therefore secrecy is paramount. Porsche is not the only company that does this.

According to an article by Jim Kenzie published in the Wheels section of the Toronto Star last November, Porsche assigns a sequential design number to each vehicle at

the beginning of the development process, regardless of whether or not that vehicle concept ever makes it to production, and that number carries forward to become the type number the vehicle, or concept, is known as. So 991 is obviously a lower number than both 996 and 997, which implies the general overall design elements of the 991 were started before the two earlier models. The 991 may have been "on the drawing board" before the 996 and 997. It is interesting to ponder the implications of this. Of course, only the folks at Porsche design and engineering really know the exact timing, but this does sound plausible.

So let's talk about this 991 for a moment, and what makes it special. The changes can be summed up in the following four words: longer, lower, quicker, prettier. Prettier is certainly subjective, but I do really like the profile of the front fenders between the wind-



Porsche 997

shield and the headlights. However, I am still trying to like the back with those slim taillights.

The 991 is much improved across the board, at least from what I have been able to gather from reading press reports. As I write this article, I have been told by Porsche Canada's Laurance Yap that the first shipment of 991s is currently on a boat headed for Canada, so hopefully I will be able to get my hands on one to provide a firsthand impression soon.

Table with 5 columns: Carrera 2, Unit, 997, 991, Change. Rows include Wheelbase, Length, Front Track, Rear Track, Height, Power, and 0-60 mph.

Until that time, some data may suffice to get a sense of the magic that makes the 991 tick, compared to the previous 997.

Check out the video on YouTube titled "Testing the 2012 Porsche Carrera 911" for a great look into the extreme cold and hot weather testing the cars went through before their public introduction.



Porsche 991

So, what comes after the 991? It is anyone's guess, really. But one thing is for sure, the car will be a genuine 911, performing better than any that have come before, and true to the Porsche cars family history.

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

SAVE THE DATE UCR OPEN HOUSE

SUNDAY, MAY 6TH, 2012 Location to be confirmed; Please see future issues of Provinz or check the UCR website for details.



# VINTAGE RACING IS THE FASTEST GROWING FORM OF MOTOR SPORT IN NORTH AMERICA

Typical Vintage Racing Grid at Sebring, Florida;  
photo by Tenzin Gyaltsan

## BUT IS IT REAL RACING?

By Kye Wankum; photos as credited

There are now many vintage racing organizations to run with all over North America. This form of motor sport began many decades ago with stringent regulations about the pedigree and history of an eligible vintage racer. Now, those rules have largely been relaxed for the sake of getting more cars and competitors out to events. The cars still have to be prepared in a period-correct manner, but no longer require actual racing history from back in the day. There are, however, still some organizations and events that require the cars to be authentic and possess a historic pedigree.

Locally, we have the Vintage Racing Association of Canada (VARAC), which organizes one major feature at Mosport every year, The Vintage Racing Festival and, for the rest of the season runs events in conjunction with our Regional Races. South of the border, with events all along the eastern seaboard, are SVRA (Sportscar Vintage Racing Association) and HSR (Historic Sportscar Racing) as the two major players. There are also a number of one-off events organized every year.

I have been competing in vintage racing with Porsches for over 20 years. In fact, my stepping stone into this formerly undiscovered world was the UCR Driver Education program. I had no former racing or track experience when friend and fellow UCR member, Greg Doff, convinced me that I should give DE a try. Never doing things half-heartedly, I purchased a 1970 911, had it stripped out and fitted with racing seats, harnesses, etc., to begin in UCR's DE, under the tutelage of then-chief instructor, Howard Dexter. Unquestionably, my appearance on the scene with a fully prepared DE car was a little over the top.

After a couple years of DE, Greg and I went to see the vintage races at Watkins Glen, held there every September. We were hooked. I sold my DE car, we threw some money together and purchased a historic 1968 911 L racecar, an open trailer and a pick-up truck, and off into our adventure we drove. >





The Hunter Motorsports camp with Jamie Sutherland's Group 70+ contender and Kye Wankum's 1969 Vintage/Historic group 911. Photo by Andreas Trauttmansdorff

This was also the time when I met my very good friend Rudy Bartling. Rudy was a legend in Porsche racing circles, having raced for nearly four decades at that time already, and being still active in IMSA in his own 74-911 RSR. Rudy also had his own Porsche shop and, for the next fifteen years or so, was the one to prep our cars, build our engines and transmissions and accompany us on our adventures, from Road America in Elkhart Lake, to Daytona, Florida, and every stop in between, to the tune of ten vintage races a year.

But, even though Rudy witnessed us battling it out in big fields at famous race tracks, first with one car between the two of us, and finally three of them (yes, they multiply), he always said, "but that's not real racing." 'Real Racing' to Rudy meant international pro-racing with international competitors, in multi-class endurance classics, such as the 12-Hours of Sebring. In fact, at that time, he was second only to Hurley Haywood in the number of starts at that particular classic.

To get back on track: The Vintage Racing Festival at Mosport, organized by VARAC in June of each year, is simply a must-do, not only for local vintage racers but for many who come from areas south of the border that are within a day's drive, and even from places as far away as California. For this year, the event has been renamed the 2012 Canadian Historic Grand Prix; it will take place on the weekend of June 15-17.

Last year, we had such a great time at the Festival that I am still, even half a year later, really excited about it. Everything just came together for a wonderful weekend. I was there with my 1969 911, which, now that Rudy is retired, is prepped and looked after by Provinz advertiser, Hunter Motorsport, with Brent Hunter, Ricky and

John with us at the track for the event to help and hang out. Also looked after by Hunter Motorsport is fellow UCR member, Jamie Sutherland, who races his 911 in the G70+ group, while my car runs in the Vintage/Historic group. Please see the sidebar for more information, or visit <http://varac.ca>. ➤

#### VINTAGE RACING ASSOCIATION OF CANADA

VARAC, the Vintage Automobile Racing Association of Canada, is the main Vintage Racing Club in Eastern Canada, although we have members from the Prairie Provinces, the US, Europe and, of course, Ontario and Quebec. We race cars made in 1989 or earlier, and split our cars into 4 age groups:

- Pre-war – including post war MG T series cars (as they were built to pre-war designs)
- Vintage – for cars up to 31 December 1961
- Historic – for cars from 1 January 1962 to 31 December 1972
- Group 70+ – for cars from 1 January 1973 to 31 December 1989.

We then split these age groups into classes, based on what type of car they are – sedan, sports racer, open wheel car, sport car etc.

All VARAC members share a desire to preserve, restore and race historically significant cars in a form as close to the original specification as possible. That means that we have Eligibility requirements to ensure that our cars are racing as they were "in the day" – we don't allow any modifications to cars if they were not available at the time the car originally raced.

Of course, even with our strict Eligibility requirements, there have been many improvements in motor racing safety equipment since these cars were built and we urge all members to incorporate and take advantage of these safety improvements – when they can be incorporated without diminishing the vintage character of the car.

We think that Vintage Racing should be enjoyable to participants and spectators with a minimum emphasis on trophies and awards. When you are competing just for the joy of taking part, it really does keep the fun in Vintage Racing – that's the VARAC spirit!

*Courtesy of VARAC*

## Speed Merchants Wins at Road Atlanta



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Rudy Bartling was there to keep me company, as he does at all my racing events at Mosport, and to catch up with his many acquaintances from years of racing and looking after people's cars. Also along was fellow club member Andreas Trauttmansdorff, who had booked himself into a local motel for the weekend so that he could be there all three days to take video coverage in and out of the cars with a new toy. Andreas is a professional photographer and an avid UCR trackie.

For some reason, our set-up in the paddock kept being the place to drop in. Brent Hunter's BBQ may have helped that! Old friends Chris Goessl and Greg Doff dropped by, as did Hunter Motorsports customer, Doug Kurtin, who, I believe, right then and there decided to get into vintage racing as well. He has since purchased a 1972 911 racecar, which he will begin campaigning this year. Many fellow competitors, who, in turn, include many UCR members, also like to come by and hang out. Everyone always enjoys meeting Rudy Bartling and hearing stories from his many years of racing.



Walt McKay in his Lotus 18FJ; photo: google images



Walt McKay in his Ford Mustang; photo: Time Warp Racing



Walt McKay in the Comstock King Cobra; photo: McKay Archive



Walt McKay in his Ford Mustang; photo: Time Warp Racing

Another well-known racer in the paddock, Walt MacKay, also decided to drop by and catch up with Rudy. Walt is another of those quiet types who has done an incredible amount of racing during his lifetime. Until recently, Walt was campaigning a Ford Mustang in vintage racing after selling his 911 vintage racecar a few years ago. The Mustang has now gone to Andrew Atkins (brother of Provinz Associate Editor, Emily Atkins), and Walt was there to lend a hand in getting Andrew set up with the car. Please see the sidebar showing some of Walt's accomplishments in over 50 years of racing. ➤

## WALT MACKAY

Compiled by Emily Atkins

### BEGINNINGS:

1957 Drove a 1948 MG TC in the "production class" at the Harewood airport circuit.

### CAREER:

More than 400 races, over 47 seasons. Past 31 seasons have been vintage events in Canada and the US.

### HIGHLIGHTS:

Won the eastern Canada Formula Junior Championship in 1961 and 1963 driving a Lotus 18 FJ. Won the formula car race at the very first event at Mosport in 1961 organized by the Oakville Trafalgar Light Car Club. Won the 40 lap Formula Junior race at the first Player's 200 event at Mosport in June 1961.

### TRACKS DRIVEN:

Harewood; St. Eugene; Mosport; Mt. Tremblant; Watkins Glen; Lime Rock; Nelson Ledges; Gingerman; Summit Point; Waterford Hills; Mid-Ohio, Greenacres; Elkhart Lake, Wisconsin; Graton, Michigan; Schenley Park street circuit, Pittsburgh and the Toronto Indy.

### CARS DRIVEN:

MG TC  
Jaguar XK120  
Austin Healey Sprite  
Lotus 18 FJ  
Comstock Shelby King Cobra (one of six built)  
Comstock Mustang GT350  
Astur Ford Group 7  
MacLaren MK3 Can-Am  
Sunbeam Alpine  
Morris Minor  
Lotus Super 7  
Astur Chev Group 7  
Porsche 356C  
Porsche 356A Conv.D  
Brabham BT16 Formula B  
Elva BMW Mk.8  
Lotus 59/69 Formula B  
Porsche 911  
'87 Mustang

### SPECIAL MOMENT:

Driving Murray Wivell's Brabham and Lotus Formula B cars and his Elva BMW sports racer, all of which were meticulously restored and maintained by the Jonak brothers.

### MOST EXCITING:

Winning the Player's 200 Formula Junior race at Mosport in 1961 and being presented with the trophy and \$400 by Stirling Moss. Coming 3rd at a professional FJ race at Mid-Ohio in 1964. Racing in the 1965 Player's 200 at Mosport with Jim Clark, Bruce MacLaren, John Surtees, Jim Hall, Bob Johnson.



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Then, suddenly, I heard Rudy call out: "Ludwig!" Sure enough, here was Ludwig Heimrath, one of Canada's most prolific racing drivers, who was at the event to be the official Grand Marshall of the all-Porsche race on Sunday afternoon, a feature put on by the organizers under the name 'Those Amazing Porsches'. Ludwig, of course, has not only been a long-time friend of Rudy's but the two of them, over many years, also competed together or against each other on the pro level. Stories were told, and a great many laughs were had, as Ludwig decided to hang around with us. Ludwig used to be somewhat fiercer in his demeanor but seems to have relaxed a lot in retirement; he really was a laugh and great to hang out with. Please see the sidebar for some of Ludwig's many accomplishments in racing. ➤



## LUDWIG HEIMRATH SR.

Compiled by Emily Atkins

### HIGHLIGHTS:

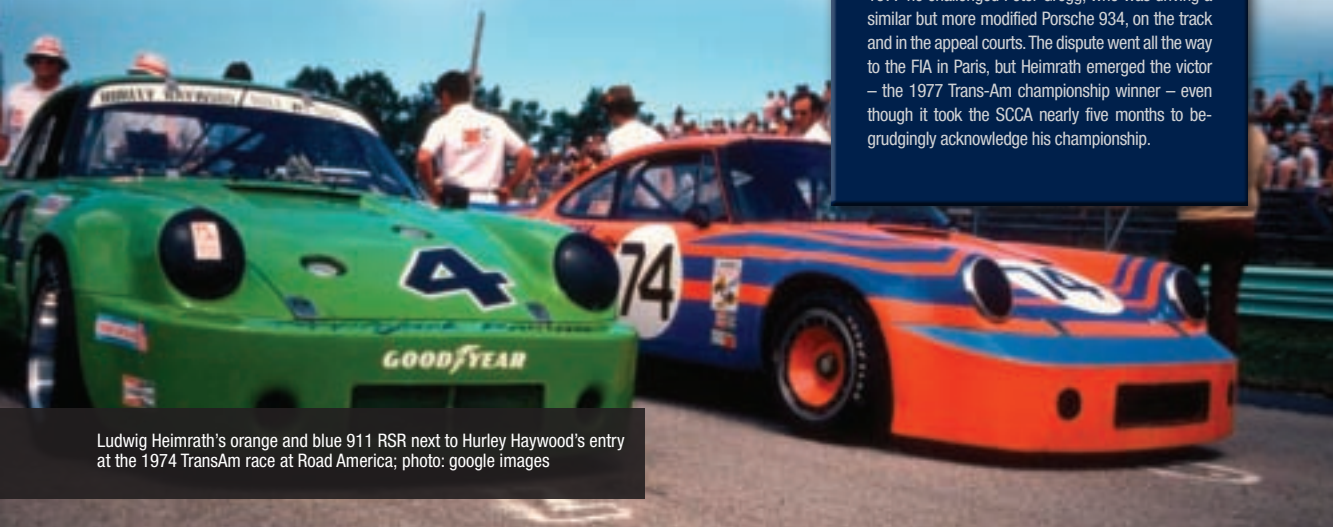
Won the first Canadian Sports Car Racing Championship (later renamed the Canadian Driving Championship) in 1961 and in 1964. He was second 1962, '63 and '65.  
Won the 1976 TransAm race at Mosport.  
Won the TransAm Series championship in 1977.  
Third in 1978 TransAm Series  
Four-time winner of the BEMC Indian Summer Trophy: 1964 in a Cooper Ford; 1965 in a McLaren Ford; 1967 in a McLaren Chev; 1975 in a Porsche Carrera  
Won the 1972 Sundown Grand Prix (with Fritz Hochreuter)  
Won the 1974 Sundown Grand Prix (with Craig Hill)  
1997, won his class in the Canada GT Challenge, taking the class win in five of the eight races.

Retired at 66 in 2000, after a career spanning 5 decades. Claims to have 483 trophies.

### SERIES AND CARS:

Second Canadian ever to compete in Formula 1.  
TransAm  
Rothmans-Porsche Challenge Cup series (Porsche 944s)  
IMSA GT  
Porsche Carrera RSR  
McLaren M1A Ford  
Porsche 911  
McLaren M1C Chevrolet  
F1 Porsche  
Cooper Monaco ('King Cobra')  
Porsche 934/5  
Gurney Eagle  
Indy Eisert-Chev  
Porsche 924 turbo  
Porsche 944 turbo  
Porsche 968

Controversy (Quoted from "The Legend of Ludwig Heimrath", PRN Motorsport magazine (<http://www.prmag.com/4-wheel-features/475-the-legend-of-ludwig-heimrath.html>))  
1977 he challenged Peter Gregg, who was driving a similar but more modified Porsche 934, on the track and in the appeal courts. The dispute went all the way to the FIA in Paris, but Heimrath emerged the victor – the 1977 Trans-Am championship winner – even though it took the SCCA nearly five months to begrudgingly acknowledge his championship.



Ludwig Heimrath's orange and blue 911 RSR next to Hurley Haywood's entry at the 1974 TransAm race at Road America; photo: google images



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Rudy Bartling at the 24-Hours of Daytona in 1968 in a Porsche 906; photo: Bartling Archive

Oh, and the racing? Well, I do think it's real racing, although in a much more relaxed atmosphere and, frankly, a lot more fun than pro racing--and I have done both. Both of the cars in the Hunter Motorsport camp did very well, as they are always impeccably prepared, with Jamie Sutherland going for a clean sweep in his Sunday Feature Race in the Group 70+, as well as the All-Porsche Feature, for first overall. I won my class in the All-Porsche Feature, admittedly against very few competitors, while my tires were really pretty much done and offered little or no stick anymore. Ludwig was there to hand out the trophies.

In the Sunday feature I had to concede first place to a 1967 Ginetta G4 to come second in class. The Ginetta is an open-top sportsracer that weighs in at probably not much more than half of what a 911 does. The cars were not classed correctly, but this is Vintage Racing. We come out to win but don't get too upset when things don't quite work out in our favour. As Ludwig said to me: "I would have personally kicked your butt if you had tried to mess with that guy."

Rudy worked with Jamie and me all weekend to find optimal tire set-ups. Even without making major suspension set-up changes, there is a lot of time to be found in tire pressures. While Jamie runs racing slicks, I was there on my third outing on a set of Toyo R888s. For both of us, Rudy's advice was to lower and lower the pressures, and it worked. Jamie managed to drop two seconds over the course of the weekend and I had my personal best times in this particular car.



Rudy Bartling at Phoenix, Arizona in 1965 in a Porsche RS60 fielded by Vasek Polak; photo: Bartling Archive



Rudy Bartling with a BMW M1 fielded by Deacon Racing at an IMSA race at Charlotte; photo: Bartling Archive

**RUDY BARTLING**

*Compiled by Kye Wankum*

**HIGHLIGHTS**  
 12-Hours of Sebring, 1979; 2nd in GTO; Porsche 911 RSR  
 12-Hours of Sebring, 1982; 2nd in GTO; Porsche 911 RSR  
 24-Hours of Daytona, 1969; 3rd in S-2.0; Porsche 906  
 24-Hours of Daytona, 1973; 2nd in S-3.0; Porsche 908/02  
 IMSA 500 Miles at Mid-Ohio; 1st in Gr. 4; Porsche 934  
 Canada GT Challenge Cup, 1998 – 2000; numerous podiums; Porsche 911 RSR

**SERIES AND CARS:**  
 IMSA  
 World Championship of Makes  
 CanAm  
 Molyslip Endurance Series  
 Player's Series  
 TransAm  
 American Le Mans Series  
 Canada GT Challenge Cup

Porsche 356 Speedster Carrera  
 Porsche 356 Carrera Coupe  
 Porsche RS61  
 Porsche 906  
 Porsche 908  
 Porsche 910  
 Porsche 911 RSR  
 Porsche 934/5  
 Porsche 935  
 Porsche 944 Turbo  
 Porsche 911 GT3-R  
 BMW M1

**NOTABLE:**  
 1962 Canadian sports car champion in under-two-litre class in a Porsche 356 Carrera Coupe  
 17 – 12-Hours of Sebring starts  
 7 – 24-Hours of Daytona starts (approx. 12 Daytona races)  
 Worked with Vasek Polak in California and drove for him.  
 Worked with Andial in California on the 962 program



Rudy Bartling's 1974 911 RSR with updated bodywork in the Canada GT Challenge Cup at Mosport in 2000; photo: Bartling Archive



the gang at the end of a great weekend; from left to right: John from Hunter, Jamie Sutherland, Kye Wankum, Rudy Bartling, Brent Hunter, Ludwig Heimrath, Andreas Trauttmansdorff; photo snapped by Stan Carmichael



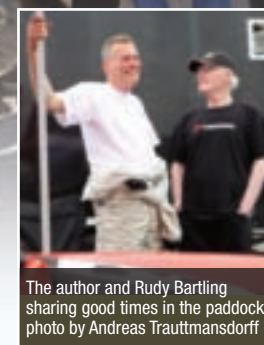
there is always a bit of jostling going on between 'the old guys', as old stories are being retold... All is good in the end; photos by Andreas Trauttmansdorff



Rudy Bartling and Kye Wankum sharing a laugh; photo by Andreas Trauttmansdorff



Ludwig Heimrath, Kye Wankum and Rudy Bartling; photo by Andreas Trauttmansdorff



The author and Rudy Bartling sharing good times in the paddock; photo by Andreas Trauttmansdorff



Walt McKay joins the gang to catch up with old acquaintances; photo by Andreas Trauttmansdorff

Rudy Bartling will be inducted to the Canadian Motorsports Hall of Fame this year, and we are all extremely pleased, as he well-deserves this honor, having given his life to the sport. Please see the sidebar for some of Rudy's racing highlights in a driving career spanning over 50 years.

More on Rudy Bartling's induction and the Canadian Motorsports Hall of Fame in next month's issue of Provinz. Rudy would like to see all his friends and former customers to come out to the Induction Gala to help him celebrate this special moment. Please see the sidebar for more information on the Hall of Fame.

Vintage racing is great fun, it's quite competitive, yet it takes place a very friendly atmosphere; But is it Real Racing? Come on out for the 2012 Vintage Grand Prix at Mosport, June 15-17 and find out for yourself! You'll have a blast! 🏁

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# Targa Muskoka

## An event to be remembered!

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

**WHAT:** A weekend Fun Rally for the amateur, organized by Rally Master Sajjad Butt in beautiful Muskoka, the land of lakes. No experience necessary.

**WHEN:** Friday evening, September 7th to noon Sunday, September 9th, 2012.

**KICK-OFF:** Friday, September 7th, 7:30pm on, at a come-as-you-are reception hosted by noted members David and Anne Forbes, 21 Brian Street, Bracebridge.

**WHERE:** Home base at the historic, and some say, still haunted, centuries-old Bala Bay in beautiful Bala.

**RALLY KICK OFF:** From the Bala Bay Inn, Saturday, September 8th at 10am. All you need is a car, a driver and a navigator. No GPS skills required, but an ability to read an odometer and check the landscape for skill-testing landmarks will ensure a mountain of fun - just ask the participants at last year's Targa Manitoulin Rally (see my article in the December 2011 Provinz).

**LUNCH:** Saturday's lunch will be at the riverside Cottage Restaurant, an idyllic location on the river in downtown Huntsville.

**SATURDAY AFTERNOON:** Will have us experiencing the driving pleasure of Muskoka roadways and still searching for the elusive answers to the Rally Master's carefully crafted questions.

**SATURDAY EVENING:** We will be back at the Bala Bay Inn to experience a culinary delight accompanied by a wine tasting, organized by our historian and wine connoisseur, John Adam. We will also award a prize for Saturday's best score and check to ensure ALL Drivers and Navigators are still talking to each other. "I said right!" - "No, you didn't!" Been there and done that.

**SUNDAY:** September 9th will kick off at 10 am and again have us winding around Muskoka to finish at noon at the breathtaking Muskoka Wharf in Gravenhurst. Lunch will be at the lovely Regatta Restaurant where the view is to die for. The Rally Master will give out prizes for Sunday's best and the big trophies for the weekend winners. Bragging rights are free.

Fun guaranteed, no experience necessary.

I look forward to welcoming you to Muskoka. Those who know me know I like to compete. I came second last year, losing out by just one point - darn. Sadly, as host, I will be conflicted and I will be cheering you all on. This will be an event to be remembered and you will need to book early to participate and get lodgings at our base location, the Bala Bay Inn.

See you then.

Your host,

Walter Murray

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SANTA MONICA, Calif. (February 6, 2012) – Gooding & Company, the acclaimed auction house celebrated for selling the world's most significant and valuable collector cars, is honored to announce its recent consignment of the Drendel Family Collection of 18 Porsches. Recognized as the world's finest private collection of its kind, the Drendel Family Collection consists of both road and race cars spanning 25 years of Porsche history from 1973 – 1997. With 10 of the 18 lots being offered without reserve, the arrival of this extraordinary collection in Amelia Island offers collectors and Porsche enthusiasts around the world the opportunity to own a piece of Porsche's winning motorsport heritage. In addition, the March auction marks the first time many of these historically-important racing stars will have ever been presented at auction.

Gooding & Company has moved the start time of its Amelia Island Auction to 11 a.m. on Friday, March 9th to accommodate the extensive 18-car collection, as well as to accommodate the schedules of its guests at the daytime auction. "The result of well-developed connoisseurship and deep passion, Matthew Drendel built what has become the world's most significant private collection of turbocharged Porsches," says David Gooding, President and founder of Gooding & Company. "It's a very rare occurrence when a refined, single-marque collection of high-quality road and race cars is offered to the public. We feel privileged to have been selected to present the Drendel Family Collection in Amelia Island."

Matthew Drendel was attracted to Porsche automobiles from an early age. Although his personal racing successes were primarily associated with normally-aspirated 911 Cup cars, it was the legendary turbocharged Porsches that most interested him as a collector. His collection began with a single 930 road car and later expanded to the 18 magnificent cars it is today. "Matthew Drendel maintained a reputation for collecting the very best cars and, therefore, has always been respected in the Porsche community," says Gooding & Company Specialist David Brynan. "The overall scope of the collection and focus on factory team cars reflect his tremendous dedication and knowledge of the marque." Detailed below are seven of the most significant collector cars being offered as part of the Drendel Family Collection:



**1973 Porsche 917/30 Can-Am Spyder; Chassis 917-30-004; Estimate: \$3.25 - \$4 million.**

The Porsche 917 racing program was one of the most successful in the history of motor sport and the 1973 917/30 Can-Am Spyder represents its pinnacle. With a 1,000 hp turbocharged flat-twelve, American racing champion Mark Donohue's 917/30 was so dominant that the Can Am Challenge Cup was disbanded and the other manufacturers withdrew due to their inability to compete.

One of four examples completed at the Porsche factory, 004 was intended to be the 1974 Penske-Sunoco team car but was instead sold to Australian Porsche Importer Alan Hamilton. Later purchased by the Porsche factory, this car is now the centerpiece of the Drendel Family Collection. Meticulously restored and presented in the iconic Penske-Sunoco livery, this 917/30 has been raced at the Monterey Historics and has been displayed at the Amelia Island Concours d'Elegance and Rennsport Reunion.

**1984 Porsche 962; Chassis 962-103; Estimate: \$1.75 - \$2.225 million.**

According to Gooding & Company specialists, this car is the finest example of the Porsche 962 and one of the most successful racing cars of its generation. With only two owners from new, this back-to-back 24-Hours of Daytona winner will be one of the Drendel Family Collection's most significant offerings at the auction with its immediately recognizable Löwenbräu livery, list of legendary drivers, unrivalled racing record and superb documentation.

**1974 Porsche RSR Turbo Carrera 2.14; Chassis 911 460 9016 (R9); Estimate: \$1.75 - \$2.25 million.**

The Carrera RSR Turbo 2.14 represents a turning point in the history of competition Porsches when it introduced the use of turbocharged engines in production-based race cars. Used by the factory for development, this hand-built experimental 911 was campaigned as a Martini & Rossi Porsche Works entry in the 1974 season at Nürburgring, Imola and Zeltweg. Few racing cars of this caliber have remained so correct and untouched, making this car an extremely important piece of Porsche history. ➤

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**1976 Porsche 935/76; Chassis 930 570 0001 (R14); Estimate: \$1.7 - \$2 million.**

The first 935 built, this car served as the prototype and development mule for one of the most successful series of Porsche racing cars. This historically-significant example ran as a factory team car under the recognizable Martini & Rossi livery and its podium finishes at Watkins Glen and Dijon helped Porsche capture the Group 5 World Championship in 1976. In addition to its impressive provenance and great originality, this factory race car has the remarkable distinction of being the first Porsche with a 930 serial number prefix.

**1985 Porsche 962; Chassis 962-HR1; Estimate: \$900,000 - \$1.2 million.**

During its career, this Porsche achieved 11 overall wins and 19 podium finishes, as well as 2 IMSA GTP Drivers Championships and an IMSA GTP Manufacturers Championship. Along with its Holbert Racing sister car, 962-103, this 962 is one of the most significant 962s in history. Fresh from restoration, 962-HR1 was displayed at RennSport Reunion IV in 2011.

**1997 Porsche 911 GT1 Evolution; Chassis 993-GT1-004; Estimate: \$900,000 - \$1.2 million.**

This rare factory team car – one of just four built - has competed at top events (Le Mans, Nürburgring and Laguna Seca) in the highest levels of international racing with known drivers behind its wheel. Later campaigned by Rohr Racing at Daytona and Harry Bytzek in the Canada GT Challenge Cup, GT1-004 has one of the most impressive racing records of any factory GT1.

**1975 Porsche 934; Chassis 930 670 0155; Estimate: \$800,000 - \$1 million.**

The racing variant of the road-going 930, the 934 expanded on the success of the RSR, winning the European GT Championship, as well as the TransAm Championship in North America. The second 934 constructed, this car was actively campaigned through the early 1980s, culminating in a first in class at the 1982 24-Hours of Le Mans. In regards to this car, noted Porsche authority Bruce

Anderson was quoted as saying “it is the most successful 934 to race in international competition.” The remaining cars of the Dren-del Family Collection, 10 offered without reserve, are listed below:

**1980 Porsche 924 Carrera GT Le Mans; Chassis 924-003; Estimate: \$450,000 - \$600,000.**

One of three Works entries at the 1980 24-Hours of Le Mans; placed 13th Overall with Bell and Holbert.

**1980 Porsche Indy Car; Chassis 0031; Estimate: \$350,000 - \$550,000.**

Intended as Porsche’s return to open-wheel racing, the company’s ground-breaking program was cancelled a month before the Indianapolis 500 as a result of last-minute USAC rule changes.

**1987 McLaren-Porsche MP4/3 Formula One; Chassis MP4/3/1; Estimate: \$450,000 - \$600,000.**

The first MP4/3 built and the only example in private hands.

**1981 Porsche 924 GTP “Le Mans”; Chassis 924-005; Estimate: \$375,000 - \$450,000.**

Factory prototype and development car, built to compete at the 24-Hours of Le Mans.

**1995 Porsche 911 GT2 Evolution; Chassis WP0ZZZ99ZTS393062; Estimate: \$375,000 - \$425,000.**

The Champion Porsche, 1996 12-Hours of Sebring class winner

**1992 Porsche 968 Turbo RS; Chassis WPOZZZ96ZNS820065; Estimate: \$250,000 - \$325,000.**

Factory prototype with Le Mans and Sebring race history.

**1994 Porsche 911 Turbo 3.6; Chassis WP-0AC2965RS480276 Estimate: \$75,000 - \$90,000.**



**1986 Porsche 944 Turbo Cup; Chassis WP0ZZZ95ZGN154076 Estimate: \$65,000 - \$85,000.**

**1988 Porsche 944 Turbo S; Chassis WP0AA-2957JN151272 Estimate: \$50,000 - \$65,000.**

**1994 Porsche 968 Turbo S Clone; Chassis WP0AA2961RS820772 Estimate: \$45,000 - \$55,000.**

**1991 Porsche 944 S2 Cabriolet; Chassis WP-0CB2949MN440106 Estimate: \$25,000 - \$30,000.**


Gooding & Company will be conducting its annual Amelia Island Auction on March 9, 2012 at 11 a.m., at the Racquet Park located at the Omni Amelia Island Plantation at 6800 First Coast Highway in Amelia Island, one mile south of the Amelia Island Parkway. Guests may preview the cars on Thursday, March 8th, from 9 a.m. to 6 p.m., and on Friday, March 9th, from 9 a.m. to 11 a.m. An auction catalogue for \$75 admits two to the viewing and auction. General admission to the viewing and auction can be purchased at the tent for \$30 per person. Bidder registration forms, press credentials and additional auction information are available at [www.goodingco.com](http://www.goodingco.com) or by calling (310) 899-1960. Auctions are broadcast live at [www.goodingco.com/auction](http://www.goodingco.com/auction)

**About Gooding & Company**

Gooding & Company, internationally celebrated for its world-class automotive auctions, provides unparalleled service in the collector car market, offering a wide range of services including private and estate sales, appraisals and collection management. In the past two years, Gooding & Company has realized the most prestigious automotive records in the world for a Car Sold at Auction with the iconic 1957 Ferrari 250 Testa Rossa Prototype at \$16.39 million, an American Car at Auction with the 1931 Whittell Coupe Duesenberg Model J at \$10.34 million, and the undisclosed private treaty sale of the world’s Most Valuable Car with the 1936 Bugatti Type 57SC Atlantic. The auction house ignited 2012, achieving extraordinary results at its annual Scottsdale Auctions in January with more than \$39.8 million in sales and 98% sold.



Preceding each auction, a complete catalogue is made available online at [www.goodingco.com](http://www.goodingco.com) and a virtual auction guide is published via Gooding & Company’s IAC award-winning iPhone and iPad app.

For additional vehicle information and up-to-the-minute results, follow Gooding & Company on Facebook and Twitter @Gooding-Company. Renowned for its annual standing as the official auction house for the Pebble Beach Concours d’Elegance, Gooding & Company will return to Pebble Beach, California on August 18 & 19, 2012.



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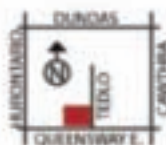


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# OBJECTS OF *Desire*



**Emily Atkins**  
Provinz Associate Editor

## A little clean fun

The devil is in the detailing

First, a confession: My 944 is seldom shiny. This is partly because the beast needs a paint job, but frankly, it's more because I don't really enjoy washing it. My hands get cold, my shoes and pants get soggy, I end up with mysterious streaks on the windshield and washing always seems to highlight every flaw in that faded India Red.

So I've always wondered why so many men seem to really enjoy the act of washing and polishing their beloved automobiles. I'm not saying women don't share this interest; my personal observation is that car washing as entertainment is a largely male pursuit.

And now, I may have figured out the fundamental appeal. Aside from the obvious escape from a nagging spouse, noisy kids and day-to-day drudgery, washing the Porsche has a special pull.

It's about touch.

When you see a beautiful car, don't you want to touch it? Don't you want to run your hand over the curve of the fender, across the roof, feeling the lines, taking in the smoothness, the cool, sleek surfaces with your fingers?

Washing your own car is even more intimate. The acts of wetting, soaping, rubbing, rinsing, drying and polishing all that curvaceous, smooth metal, rubber or carbon fibre has a lot of sex appeal.

And that's just the exterior. Inside, there's even more variety in textures, hard and soft surfaces, bumps and hollows, buttons and knobs. The act of washing all this can be meditative or it can be sensuous. Look at how many people you know who devote significant time to the pursuit of perfection in car cleanliness. The equipment must be just right, the temperature, the lighting,

the water. There's clearly an arcane art to doing it properly. A friend refers to it as a fetish.

Can the parallels be any more obvious? There's a reason why there are so many provocative car wash scenes in movies, commercials, posters. Washing cars can be seriously sexy. And it's also just good clean fun.

You cannot point an accusing finger at the detailing devotee and call him a deviant for loving his car too much. Perhaps he seems a little odd in the eyes of the uninitiated, but really, all he's doing is 'protecting his investment'. Sort of like claiming to read Playboy for the articles. Charmingly harmless.

And, I admit, there is a kind of meditative satisfaction in the polishing. It's not just friction. The mesmerizing motions of wax on, wax off (old movie jokes aside) really can let you get your head into a trance-like state. Like any repetitive physical activity, there can be a Zen in the constant motion. The unconscious action leads to a clear mind.

And I cannot overlook that all this touching of the precious automobile--whether you fall into the meditative or sexy camp--ultimately results in the satisfaction of seeing your prize possession looking its best. So, no matter what others may think, or say, about your car washing habit, you always have the satisfaction of knowing that you are doing a Good Thing.

I'm not sure whether this insight will make me any more enthusiastic about washing my own Porsche. But having a dirty sports car is embarrassing. When the weather turns nice again and there's a warm, sunny day I will get out the cleaning supplies, find a shady spot and give it a try. I will focus on the pleasure of the touch and try to forget that in the past it's always been drudgery. You'll know I learned the magic when it's my car that sparkles in the sun for a change.

But if the car's still dingy, I'll offer it up for anybody who's looking for a little clean fun! 🌀

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# 2012 FUN RUNS



**David Forbes**

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

The snow will soon be all gone, and our 2012 Fun Run season will be eagerly anticipated. We are looking forward to having some new hosts and participants join us this year, and for those of you who we have had the pleasure of spending time with last season, welcome back.

New Fun Run hosts need not worry about barriers to hosting a run, it is so simple and enjoyable to plan and host. Just choose a route you like and may have travelled before, or a new one that you have always wanted to experience. Start at a coffee shop close by, make sure there is a nice restaurant along the way for a lunch stop, and there you have it. Of course, I am always available to assist with the planning, and just an email or a phone call away.

We have some Fun Runs planned already, so please remember to check the schedule. Anne and I will be hosting one in the Spring, on May 5, 2012, and one in the Fall, on September 29, 2012. We are looking forward to seeing all our Porsche friends back in Muskoka.

As well, the Thornbury, Owen Sound Fun Run is a go in May, hosted by Dwight. There is a Summer Rally planned for June 23, 2012 and a fall rally on October 6, 2012. Sajjad Butt would be happy to address any concerns or questions you may have regarding those rallies. We are also looking forward to the Targa Muskoka, hosted by Walter Murray.

So, as you can see, you need to stay tuned to our 2012 Calendar of events, and sign on to host or participate in our Fun Runs. We are really looking forward to having some new hosts, so pass this along to your Porsche friends. Get those Porsches ready, and we will see you on the road. ☘

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

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



# TRACK TALK



**Dave Osborne**  
Track Chair

**M**arch has finally come. I'm not a big fan of winter, so now is the time when I acknowledge that I've lived through another one! It's time to take stock, make plans for the coming season and start polishing aluminum wheels.

By now, most of the openings for April's IDS events have been filled. If you're still thinking about joining us for the UCR DE season, then you'd better stop procrastinating and see if there are any IDS spots left right away. We have a great season planned for 2012, so don't miss out by not signing up early enough.

Here is a little information about the IDS program. First IDS stands for Introductory Driving School. It's held yearly at the Mosport Driver Development Track (DDT) next to the main facility. The DDT has classrooms, a circular skid pad, a straight skid pad, a long asphalt corridor and a tight, twisty road course. Each of these facilities is put to good use as the new students are taught to control their cars on all of those paved configurations.

Our Chief Instructor, Stephen Goodbody, starts out with a select group of senior instructors and puts them to work teaching everything from seating and hand positions, work zones (corner entry), threshold braking, lunch, accident avoidance, throttle steering and finally lapping on the small road course. Each of these exercises is designed to enhance your car control and make you safer as you progress through UCR's Advanced Driver Education Program. While improving your skill and awareness, the end goal is to make you a better, safer driver for the rest of your driving life. It will pay for itself the moment you enter traffic on any road anywhere.

The other spring issue is maintenance. I made the mistake this year of sending my car off to one of my nephew's homes so I could use my available indoor parking for other things. He has probably already transferred my Limited Slip to his car. Then we had a winter with very little snow and my car wasn't within reach for

some winter work. That's what happens when I plan ahead. It all goes terribly wrong... lol.

It's wise to have your car looked at early though, so you can anticipate any repairs and parts you might need before the track season. Soon the shops will fill up with other eager drivers and you might find yourself unable to prepare for the first DE event in May. Our Tech Chief, Scott Wilkens and his second, Sean Wilkens, have extended the inspection period to three weeks before each event. That gives you the opportunity to cancel your registration without penalty, should you find your parts or your shop unavailable before an event.

Speaking of Tech Inspections, I wanted to remind you that Calabogie Motorsports Park has noise restrictions that are strictly adhered to. All cars are tested at Calabogie as part of the Tech process and your car must be within those limits or it won't be allowed to participate. To prevent anyone from being sent home, UCR is having our sound meter calibrated. It will be available at all of our Mosport events. If you would like to have your car sound-checked, please mention it to the Tech Line Crew. They will arrange to run the test when they aren't too busy, perhaps on Sunday morning. The restrictions are posted on CMP's website if you would like to see them. You might want to make your accommodation reservations early too. The earlier you reserve, the closer to the track you will end up.

I'm sad to say that our Track Sampler Program has been discontinued this year. While we ran a very successful program and adhered to strict guidelines, other regions didn't do such a good job. As a result, our national safety people and PCA's insurers decided that any rides during DE run groups by a non-student can no longer be allowed. It was a very successful stepping stone into our DE program but we have to follow the national guidelines or risk losing our event insurance. It's a sad day for those who want to experience what we do, before joining us.

One of our DE requirements is that you have a small chemical fire extinguisher, mounted metal-to-metal in your car. It's a wise investment for anyone who owns a vehicle with a high performance engine. I lost a little rubber O-ring on one of my fuel injectors years ago and the fuel sprayed across my hot exhaust manifold at 60 psi. Turning the engine off wasn't enough. It was that little fire extinguisher that saved my car from any serious damage.

If you haven't had yours recharged for a few years, it's wise to have it done, even if the gauge shows it's fully charged. The constant vibration of being car-mounted eventually packs all the powder in the bottom of the extinguisher, making it less effective. For the few bucks it costs to have it recharged every few years, you will have the security of knowing that it will work well if you ever need it.

Now is also the time to check your helmet and harnesses if you have them. Your helmet must be less than 10 years old and Snell Rated. Your harnesses must be five years old or less in order to pass Tech Inspection. If you replace them now, you won't be upside down trying to reach under your seat the night before your first track

event. You have lots of time to get these things done if you start now instead of May. If your car is stored in the winter it might be a good time to look at your windshield wiper blades too. Chances are good that they are a couple of years old by now too. Aren't cars fun?

While some people see March as the last weeks of winter, I see March as a four-week warning that spring is coming. If you start getting your Porsche ready now, you will have finished everything you need to do to enjoy the first warm weather April has to offer. The 2012 UCR Advanced Driver Education season is just around the corner. Get ready to have fun in your Porsche.

See you trackside soon,  
Dave ☺

*The 2012 UCR Advanced Driver Education season is just around the corner. Get ready to have fun in your Porsche.*

*Because not everyone drives like you do.*

kbergmanis@bplawyers.ca

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

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

**18" Hollow Spoke Sport Techno Wheels;** Porsche 18" Hollow Spoke Sport Techno Wheels for sale! Do not come with Tires. Factory Original 996 Turbo optional Wheels. These wheels will fit narrow body and wide Body (with Spacers) Porsche. Made by BBS for Porsche. The Rims are in very good condition with no bends or shakes. Front Wheel Size: 18" x 8" 50mm offset. Rear Wheel Size: 18" x 11" 63mm offset. Asking Price is \$1,200 CDN + Shipping if required (pick-up preferred). Asking price \$1,200. Please email [albertgglee@gmail.com](mailto:albertgglee@gmail.com)\*

**1995 993 C2;** I have just purchased an RS America from the U.S., so I am putting my 993 up for sale. Bought from Pfaff in February, 2009; U.S. car originally imported in 2001, previously owned by a client of mine (I have all service records from prior owner); purchased with 37,000 miles on odometer, currently has 59,xxx; factory options include CD player, hardback sport seats, cruise control; Bridgestone Potenza Sports which are nearly new (90% tread). Modifications: one year ago I had the GT3TEK RS kit professionally painted and installed, and had the front end resprayed. This includes splitters, rockers, and fixed rear wing. I have the original parts including the basket handle light. MY02 wheels, PSS9 coilovers, FD Motorsport Stage 2 exhaust and tips, clear corner lenses, all maintenance has been performed by Ian McQuillan at Hockley Autosport (905-729-2971). The car was used for weekend drives and for several DE events, new belts recently installed and pads and rotors replaced in 2011. Asking price \$38,000. Please contact Chris Duggan at (416) 301-7922\*

The Mart is a free service to UCR members.  
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Submit non-commercial ads  
with up to date member number to: Porsche Provinz  
Attn: Kye Wankum, Editor  
[kye.wankum@rogers.com](mailto:kye.wankum@rogers.com)

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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.

**2002 GT3 Cup Car;** Time to move on to a newer Cup, I'm selling my 2002 GT3 Cup. Full details at [http://www.jakelatham.com/mgraham/cup\\_car/](http://www.jakelatham.com/mgraham/cup_car/) Car is fast at Mosport (1:26) and Calabogie (2:07) and is in great shape. Asking price \$65,000.00. Please [brucegre@sympatico.ca](mailto:brucegre@sympatico.ca)\*

**99 996 Carrera 2 For Sale;** In excellent condition. Only 68000 KM and I'm the second owner, since 2004. Lots of factory options including full GT3 Aerokit + GT3 rear fins, full leatherpackage, heated Sport racing style seats with Porsche crests and red deviated stitching, red seat belts, aluminum console, handbrake, door accents and sills, rear park assist, colour crested 18" Sport Classic II wheels bi-xenons, traction control, security, and power sunroof. Tasteful mods include H&R lowering springs, short shift kit, headers and RUF exhaust kit, Blaupunkt stereo and amp, custom rear speaker box, Rennsport pedal kit, clear side markers, custom front screens, custom logo'd mats. This car has been meticulously maintained, all receipts, never seen snow and rarely rain. Includes new Advan Sports rubber all around. Interior is mint and exterior only has some stone chips in front. Bought a turbo and sad to see this trouble free car go. New Price \$32,500. Call Phil at (416) 464-7128\*

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

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

**HP Cars Service**  
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416 251-6216

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**Fiorano Racing**  
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**Greenlink Auto**  
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905 707-1921 [greenlink\\_auto@yahoo.ca](mailto:greenlink_auto@yahoo.ca)

**Hockley Autosport**  
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905 729-2971 [hockleyautosport@hotmail.com](mailto:hockleyautosport@hotmail.com)

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

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

**T.E. Parolin & Sons Motor Car Sales Ltd.**  
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705 474-0241 [jayne@teparolin.ca](mailto:jayne@teparolin.ca)

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

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

**Harmony Road Porsche Parts and Service**  
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905 655-5644 [harmony@interlinks.net](mailto:harmony@interlinks.net)

**Madeley Automotive & Diagnostic Service**  
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613 634-0306 [madeley@madeley.com](mailto:madeley@madeley.com)

**Response Engineering**  
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905 844-6219 [ernie@mantissport.ca](mailto:ernie@mantissport.ca)

**Marc Plouffe (Lumpmeister)**  
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905 681-0869 [Lmplouffe@sympatico.ca](mailto:Lmplouffe@sympatico.ca)

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519 474-7700 [info@rspmotorsports.com](mailto:info@rspmotorsports.com)

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613 226-7902 [jeff@autoimport.ca](mailto:jeff@autoimport.ca)

**Autosport MG**  
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450 431-0332 [michel@amg944.com](mailto:michel@amg944.com)

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[service@markmotorsottawa.com](mailto:service@markmotorsottawa.com)

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



# PERIPHERAL VISION



**John Adam**  
UCR Historian

Now, our hopes are high for getting the P-cars out of storage when we finally get some really nice days, or mild ones at least. Not that it was a bad winter. We had the Porsche out for a run in December, as well as January.

The 57th annual Porsche Parade will be held in Salt Lake City during early July. Registration will be electronic on the PCA site in March. Earlier, I wrote about our plan to fly to parade out of Buffalo. This was made necessary when the UCR Club Race bumped directly into the Parade schedule, just as it did last year.

Planning ahead for DE, NNJR hosts Driver Ed in the summer at Mid-Ohio. Mid-Ohio is a big favourite at our house but the schedule was not posted at time of writing. It often rains when we are at that track and so their three-day weekend is the best way to ensure that you get decent track time if the weather turns against you. NNJR DE registration should be open two months before the event date. Mansfield is the place to stay. Travelodge had an amazing rate of \$47 for June.

Track dates at Watkins Glen are rather interesting. Several PCA Regions have back-to-back dates that could have you on track for five or six days in a row. It's easiest to check The Glen web site and pick your poison. We have always stayed in Corning rather than Watkins Glen and have had no regrets. Better dining. Easier access. Motel rates in Corning were haywire at time of writing. It's not a classy spot and I wouldn't expect to pay more than \$80 but there was nothing in that price range being shown at time of writing. Check out the accommodation that works best for you. You might consider taking some extra time to enjoy The Corning Glass Museum or the area wineries.

The Porsche AG factory magazine, Christophorus, provides information on the company's activities and its products. Christophorus also aims to entertain readers and provides lifestyle stories, sports reports and cultural features. It was founded in 1952 and contains an international section, which covers topics from around the world, and a regional section aimed at customers in the specific countries. Issues can only be obtained by subscription, which you can order online at the Porsche AG web site. You will receive the magazine every two months for €24 per year. Subscriptions run for at least one year. The subscription payments are paid using a credit card. To order the magazine on the web site, please fill in the form at: <http://www.porsche.com/canada/en/accessoriesandservices/christophorusmagazine/subscription/>

Let's hope that we see you out in 2012.  
We expect to have a great time! 🌀

# BOARD MEETING

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

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

**Attending:** Del Bruce, Mike Bryan, David Forbes, Mario Marrello, Otto Mittelstaedt, Walter Murray, Richard Shepard, Martin Tekela, Isabel Starck, Horst Petermann, Kye Wankum, Tomiko Murk

**Regrets:** Arthur Quinlan, Tim Sanderson

**Meeting Open: 6:35 PM**

**Mario Marrello**  
**Introduction - Confirm Objectives and Agenda**  
• Add Ski Day, reported by Martin Tekela

**Confirm Minutes from last meeting**  
• Horst Petermann moved acceptance of the minutes with corrections, seconded by Mike Bryan and carried unanimously.

**Tomiko Murk**  
**Treasurer's Report**  
• The club's working capital is at \$188,000.  
• After breakdowns, a nominal loss of \$2900.00 on net income for 2011.  
• Write-offs for obsolete equipment totaling \$15,700 (Goodies Store, Autocross, Office and Track Equipment), write-off for receivables greater than 180 days of \$1500.00.  
• Mike Edmonds to collect from Club Race invoices, previously done by Richard.  
• Upgrade to QuickBooks approved for \$200 + \$20/month for service. Mario moved, David seconded.  
• Acceptance of financials: Mario moved, Walter seconded.

**Mike Bryan**  
**Membership Report**  
• In December we have added 61 new primary members.  
• Our retention rate for existing members was good and this helped bring UCR membership to 1940 primary and 1215 family/friend members for a total of 3155.  
• Horst brought up the need/desire to differentiate between NEW car owners and resale Porsche owners. Richard shared a graph used for Provinz which states primary membership revolves around late model cars.  
• Mike to investigate the retention rate of 1 year members.  
• Mario outlined the Club Goal as: develop membership by encouraging more participation and contribution of our membership.

**Martin Tekela**  
**35th Anniversary Gala Final Report**  
• Revised billing from the Westin Harbour Castle totaled \$20,555 versus the original amount of \$22,358 following a review of the charges. Total event revenues were \$11,352, resulting in a shortfall of \$9203.  
• Rick Bye requested reimbursement for guest speaker transportation and misc. costs, approximately \$500. Approved by Mario.  
• Total event costs were \$3700 over the approved \$10,000 budget, which had not included posters, awards, mugs and other 35th anniversary mementoes.

**Ski Day**  
• Chaired by Phil Downe, hosted by Don Lewtas.  
• To be held March 1st at Osler Bluff Ski Club.

**Horst Petermann**  
**Club Race Update**

- Del mentioned consulting with Porsche Cars Canada to work together. Schedule risk exists as there are conflicts with Porsche Cars Canada Cup Challenge at Mont Tremblant, ALMS Limerock, and the 944/cup series.
- Consideration to approach BMW Trillium Club and hold a joint event with PBOC.

**Mike Bryan**  
**Open House Plan**  
• Location considered: Brampton Flying Club.  
• Paul Ip, Event Chair, identified April 29th or May 6th as possible dates.

**Mario Marrello / All**  
**Planning Calendar Review**  
• Open discussion about the 2012 Planning Calendar. Most events, chair person and board members assigned.  
• Calendar updates to be published online and in Provinz as events are confirmed.

**All**  
**Board and Chair Role Descriptions Update**  
• Each board member is working with their respective chair person(s) to define the Chair Role Descriptions.

**Richard Shepard / Kye Wankum**  
**Provinz Report**  
• The Provinz team is working on a new version of the advertiser's package to help attract new advertisers.  
• We are still looking for an additional volunteer to help with the advertising sales.  
• 2,058 copies of Provinz were mailed out for the month of January 2011 at a cost of \$1.23/member.  
• Following inquiries from the board over the past three months, Kye and Richard had a meeting with Harmony Printing to explore options for reducing cost while maintaining the quality of appearance. The cost can only be lowered to a certain point as there are fixed costs involved in every issue. Harmony is very receptive to working with the club.  
• The number of color pages can only be reduced so far, as most advertisers have opted to go for color pages and we want to maintain 50/50 ratio of advertising vs. editorial.  
• Likewise, a certain number of black and white pages is required to be able to contain all of the current informational and news pages, as well as the regular columns.  
• At present, 48 pages is the lowest number that is workable, considering contents and ads.  
• In order to offset the recent loss of advertising revenue caused by a number of advertisers dropping off, the Provinz team decided to reduce the number of pages for the January issue to 48, from 64. Once advertising revenues rise, the newsletter can easily be brought back to more pages.  
• Maintaining the previous page count of 64, the January issue would have come in at \$2.29 per member, where \$1.00 has been the goal for the past year. Reducing the January issue to 48 pages reduced the cost to \$1.23 per member.  
• We encourage all our members to give our advertisers an opportunity to compete for your business ➤



- Acknowledging the importance of Provinz as a strategic member benefit, Mario congratulated the Provinz team on behalf of the board for its success in reducing the cost per issue, while maintaining quality of appearance and content.

**Isabel Starck**  
**Socials Update**

- Attendance continues to rise with new members participating at all locations. Implementation of an RSVP to start in 2012 to allow for proper planning in the future.
- January 10th @ Mimico Cruising Club
  - Speaker-Tom Hnatiw
    - Racing Series Voiceover / TV personality
    - SpeedWorld Challenge
  - TransAm Series
- February 14 @ Mimico Cruising Club
  - Speaker: Laurance Yap
  - Sweetheart Theme

**Mario Marrello**  
**PCA National Awards**

- von Briesen has requested nominees for the PCA National Awards.
- Mario & Martin to write up Region of the Year nomination.
- Board members encouraged to submit nominations for Enthusiast of the Year, Family of the Year, and PCA Public Service Award.

**Mario Marrello/Kye Wankum**  
**Canadian Motorsports Expo**

- Kye stated it is not a viable event to participate in. Mike seconded we should pass this year.

**Mario Marrello/All**  
**Region Report Forms**

- UCR to submit a regional report form. Mario to contact those members whose information is needed.

**Any Other business**

- David reports plans for a “Charity Day” with the Sick Kids Foundation are not feasible at this time.
- Alternative charities are being researched for our scheduled date on June 8th

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**Next meeting will be held February 7, 2012, at Sandman Signature Toronto Airport Hotel, 55 Reading Court Toronto**

**Meeting adjourned at 8:03 PM** 🚗



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**Isabel Starck**

Treasurer  
**Tomiko Murk**

Provinz Editor  
**Kye Wankum**

Web Master  
**Otto Mittelstaedt**

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128 Cranberry Lane

**David Forbes**

**Walter Murray**

**Horst Petermann**

**Tim Sanderson**

**Arthur Quinlan**

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Driver Ed Chair  
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Chief Instructor  
**Stephen Goodbody**

Appraisals  
**Bruce Farrow**

Autocross  
**Mario Marrello**

Awards Banquet  
**Martin Tekela**

Club Racing  
**Mike Edmonds**

Concours Co-Chairs:  
**Richard Shepard**

**Chris Ralphs**

Fun Runs  
**David Forbes**

Goodie Store  
**Andy Hunt / Nautical White**

Historian  
**John Adam**

Membership  
**Angie & Mark Herring**

Membership Retention  
**Ken Jensen**

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- Trackside tire service will again be available at all UCR DE events at Mosport in 2012.

## NEWS:

- Forgeline Chooses Braidan Tire as its Motosports dealer for Ontario.
- Grand Opening Celebration for our new location as the first independently owned branded Michelin Store in North America coming this spring!
- Join us for our Spring Open House on April 21, 2012, 12:00 to 3:00 p.m. Pasta Bar with Refreshments served. Tire Tech Session on tire setups for track and street use.
- Annual Charity Track Day on April 30th: all signed-off UCR DE drivers from Red, Black and White run groups are welcome. More info to come in Provinz and on the UCR website.

## Braidan Tire Becomes OZ Wheel Distributor for Canada



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