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



May 2012

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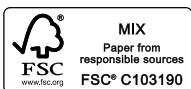
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Cover photo: UCR Member and former chief-instructor, Michael Tamblyn puts the Porsche 911 GT3RS through a rigorous tire test at the Mosport Development Track in early April; photo by Eshel Zweig, UCR Photo Editor.

PRESIDENT'S MESSAGE



Mario Marrello
UCR President

It's hard to believe I'm already halfway through my second term as your president. May marks the midway point and we are well into UCR's busy season.

An important event in April was the induction of Rudy Bartling to the Canadian Motorsports Hall of Fame. Rudy is a long time UCR member and has been racing since the early sixties. You may remember reading about Rudy in Kye's article on vintage racing in the March issue of Provinz. Most of Rudy's racing experience has been with Porsche and it's with great pride that we recognize Rudy for achieving this honour. Congratulations Rudy!

Also in April, SportsCar Boutique organized and hosted a very informative tech session on data logging. Nigel Greensall, a professional racer and data logging expert was on hand to provide some pointers on getting the best elapsed time around a circuit. He also demonstrated the RaceLogic VBOX, a device that uses GPS to map out your line relative to the circuit and points out where time is lost or gained. For racers, this kind of coaching is priceless. My sincere thanks go out to Ilker and Isabel Starck for putting this together at their shop in Thornhill.

The April social was held in Aurora at the Edward Street Bistro with First Choice Garage Outfitters providing a presentation of their ability to transform the messiest garage into a beautifully organized and visually appealing room—a great asset and investment for any home, especially when the home is for our beloved Porsches.

What's happening in May?

UCR is hosting its Open House on May 6 at the Markham Fair Grounds. This is shaping up to be quite an event and is a great place to connect with your event chairs to learn more about what the club has to offer and to buy an item or two from the Goodie store or any of the vendors available with wares for sale. Admission is free and we all look forward to meeting you there.

On May 5, David Forbes is hosting the Spring Muskoka Fun Run. The Thornbury/Owen Sound fun run will take place on May 19. Check the website for more details and availability as these fun runs fill up fast.

On May 8, Isabel has arranged the social on location at Audio Excellence in Vaughan. Audio Excellence represents the best manufacturers of home theatre and smart home solutions. This is sure to be an interesting event.

Isabel welcomes ideas for speakers or topics for the socials, so if you have something to offer, go ahead and send her an email or give her a call. Do it now, before you forget. Go ahead, I'll wait...

The first driver education weekend of 2012 will be held May 13 and 14. Check the web site for availability.

Zone 1 presents the Rally and Concours on May 19 and 20, hosted by the North East Region. The Concours will be held on Saturday, May 19 at the Larz Anderson Auto Museum in Brookline, MA and the Rally will be held Sunday, May 20 at Bose Corporation Headquarters in Framingham, MA.

On June 8, UCR is hosting a charity run for the Durham Down Syndrome Association. The red and black run groups will offer rides to participants from the DDSA. This is a great initiative and is a way for UCR to give back to the community and I thank everyone involved for pulling this together.

Any time you participate in an event, read Provinz and browse the website, remember that what you are enjoying was brought to you only because of volunteers. Think about the time and effort it takes to put this all together. Please offer some of your time to help. "Many hands make light work," as they say. And take a minute to say thank you.

It's frankly amazing how much gets done by our volunteers and my sincere gratitude goes out to all of you.

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 Auora (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 (Details to be finalized)
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 37)
17 Sun Ancaster and Surrounds Fun Run (see Fun Run Calendar on page 37)
17 Sunday Yorkville Exotic Car Show on Bloor Street West, Toronto
19 Tues UCR Social Meeting at Downtown Porsche, Toronto

23 Sat Summer Rally (see Fun Run Calendar on page 37)
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
22-23 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 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, May 14, 2012

Audio Excellence

681 Chrislea Road, Unit 1, Vaughan, ON 905-881-7109

www.audioexcellence.ca

Speaker and Host: Adrian Low

Have you ever considered installing a surround sound system in your home? Perhaps, even your garage? Then you must attend the next Social, hosted by Adrian Low, owner of Audio Excellence in Vaughan. Adrian has invited manufacturer representatives to be on hand to answer any questions and demonstrate just how powerful an experience you can have in your very own home. Who knows, following an installation you may never need to visit a movie theatre again. Dedicated parking is available, so bring out those Porsches for this special evening. Refreshments and hors d'oeuvres provided by Audio Excellence.

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, long-standing Club supporter, 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 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.

Past Events: April 10th Social with 1st Choice Garages

Photos on page 37

The evening drive may have proved a challenge with sleet coating our paths, but those who attended the April Social were delighted to be among friends old and new. A review of the sign-in sheet illustrated just how close Edward St. Bistro is to many members, with one couple traveling as short a distance as .5km. The staff and delicious fare were a delight, plus the underground private parking was a welcome feature.

1st Choice Garages founder Bert Balas and Joseph Miguez were our presenters for the evening. We were introduced to just how having anything from your garage, to closets, to laundry room being uniformly organized could enhance our lives. Imagine having a dedicated space for every single thing in your house. The only challenge would then be to make certain the family would return all items to that dedicated space. If you missed this event you can view 1st Choice on the web at www.1stchoicegarage.com

WELCOME! NEW MEMBERS

Name	Location	Model	Thanks To
Rob & Shelley Annett	Mississauga	70-911E	Brent Hunter
Oleg Bendz	Toronto	11-911C2S	Downtown Porsche
James & Carolyn Buchwald	North Bay	03-Boxster S	
Dennis Clarke	Simcoe	06-Cayman S	
Roy Collavino	Amherstburg	10-Boxster	
Dave Cramer	Orangeville	89-944S2	
Mario Da Silva	Stouffville	06-911C2S	
John David	Toronto	12-Cayenne	Downtown Porsche
Radu Elias & Robert Greer	Toronto	92-968	
Jeffrey Feltham	London	92-911C4T	
Gail Halbert	Toronto	12-Cayenne	Downtown Porsche
Jie He	Scarborough	10-Cayman S	Trf-in CTV
David & Melinda Hodgins	Wingham	12-Cayman S	
Hyuk Kim	Thornhill	12-Panamera 4S	Downtown Porsche
Martin Kon & Sherri McLean	Toronto	09-911	Downtown Porsche
David Luinenburg	Toronto	05-911	
Paolo Mancini	Vaughan	99-911	
Frank Mascia	Toronto	10-Boxster	
Stephen & Andy Michalchuk	London	86-944	Furtmair Automotive
Anthony Nava	Toronto	08-Cayman S	Downtown Porsche
Kofi Ofosu	Hamilton	08-911C4S	Tim Potocic
Luke Pryshlak	Toronto	89-911	
Michael Smolders	London	03-911	
Mark Solomon	Thornhill	95-911	Syed Ali
Po Po & Ying Ying Sung	Toronto	01-911T	
Trevor Williams	Toronto	05-911	
Milton Winberg	Toronto	12-Panamera 4	Downtown Porsche
Hui Xu	Markham	13-Panamera GTS	Downtown Porsche
Alex Yu	Ajax	12-911 GTS	Downtown Porsche
Mark Zaky	Oakville	12-Cayenne	Downtown Porsche
Ashley Zhong	Toronto	12-Cayenne T	Downtown Porsche

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

ANNIVERSARIES

CONGRATS!

**30
YEARS**

Walter & Janet MacKay

**25
YEARS**

Michelle Plouffe

**20
YEARS**

Peter & Suzanne Earnshaw
Romanas & Rita Galinauskas
Kevin Kurnick
Glenn & Phyllis Lee
John McDougall
Frank Novak

**15
YEARS**

John Amardeil
Peter Audet
Terry Bell
John & Oksana Fuke
Wai Tung Ng
Cray Scarlett
Luigi Venditti

**10
YEARS**

Dave Bisbee
Fernanda De Melo
Alex Karaivan
Christopher Lubinski
Darlene Roos

Bob & Edric Sum
Phil White & Anna Dopico

**5
YEARS**

Stewart Branscombe
Robert Burrows
Lloyd Darlington
Michael Deinhart
Faisal & Bob Hassan
Eric Jylha
Sondra Lear
Ray Ross
Lauren Taylor
Kimberly Viney
Robert & Nancy Zoeger



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EDITOR'S RAMBLINGS



Kye Wankum
Editor

Spring is here and so is the beginning of another driving season along with many great UCR events. Be sure to come out for UCR's second annual Open House, formerly known as Shift Into Spring, followed swiftly by UCR's first DE weekend of 2012, and not far down the road, the annual UCR Concours and the Yorkville Exotic Car Show. See all of the details within and be sure to participate!

Speaking of the driving season, why not send in a short write-up along with a couple of photos of your Porsche adventures this season. Our readers are always interested to find out what their fellow members are up to. That brings me to another topic: why not organize some impromptu drives or parking lot meets? Use the UCR website forum to spread the word. This is your club; make it what you want it to be. If you have comments or suggestions, use this newsletter or the website, or contact any one of the UCR directors listed on page 57 of this issue.

The Provinz team works very hard on getting a timely newsletter out to you. The magazine should arrive in your mailbox before the second Tuesday – before the social meeting – of every month. If your issue arrives later than that, please drop me a line with the arrival date and your postal code to let me know. Only if we complain to Canada Post will they do something about the service we receive.

I am thrilled to welcome a number of new advertisers. When shopping for goods or services, be sure to give all of our supporters a chance to win your business. Please welcome Auto One Palladini Leasing, CPS Flooring and Emzone Odor Stop. Also returning is Keltech Performance, while Braidan Tire has three (!) ads in this issue.

Lastly, check out the special offer from Porsche for passes to the May Two-Four weekend at Mosport – oops, Canadian Tire Motorsport Park – on this page. Sounds like a great deal to me. 🌀

LATE BREAKING NEWS

Special Offer from Porsche Cars Canada for Victoria Day Races

The event is May 19th and 20th at the Canadian Tire Motorsport Park (Mosport).

The Porsche VIP ticket will cost \$100 and include:

- Admission for the weekend
- Access to the VIP tent overlooking the start/finish line
- Catering and refreshments

Racing is rain or shine and will include the Porsche GT3 Cup Challenge Canada, SCCA Trans-Am, Canadian Castrol Touring Car Championship, F1000, and the NASCAR Canadian Tire Series.

Contact Ben Badenoch at
ben.badenoch@porsche.ca for more information.

THE WAY WE WERE...

35 Years Ago

A picnic was in the works for mid-May. It was the fourth newsletter and it had its third editor, Steve Rush. Talk about turnover! Ottawa Region (now Rennsport) was applying for Region status. John Pozhke commented, "Who knows maybe one day the Canadian Regions will host the Porsche Parade." With 75 members in the fold, Pozhke reported that 4,325 Porsches had been sold in Canada from 1958 to 1976. Zone 1 had 12 Regions and 1,731 members. The main event, chaired by Doug Troyer, Zone 1 Rep, was DE at The Glen. Registration fee was \$25, including dinner and a jacket patch. The 928 was introduced by Hans Halbach. Frank Bittner was considering stuffing a 911 engine in a 914—no easy task.

25 Years Ago

Your historian was generously offered the free use of a 914 Porsche at the Dallas Parade. We have a rally photo to prove it. Central NY and Niagara Regions were planning a joint anniversary weekend at The Glen. Frank Bittner and John Timbrell were to speak at the May Social about concours prep. The sponsor was H.J. Pfaff Motors. Membership had grown to 260. Our DE events were held at Shannonville. Dennis Rak was our tech writer. UCR was hosting a 914 day in Dundas. Our autocross was known as "Porsche-Corvette Challenge". Downtown Fine Cars was a new advertiser.

20 Years Ago

The 968 was new. Tom Hnatiw was our monthly Social speaker. Crawford Reid was promoting DE at Mosport at \$170 for the weekend. Howard Dexter really liked the new 968. Bruce Farrow had a column called "Classic Porsches" and wrote about vintage racing. Wayne Gilbank was on the hunt for his first Porsche in LA land, California. He and Pauline drove their 911 purchase back from California. Shift Into Spring was a huge hit. Ted Iten did a report from Europe. Ted said, "The question everyone is reluctant to ask . . . will Porsche survive another five years . . . no shortage of suitors should Porsche be unable to go it alone." John Adam talked about the upcoming Parade in San Diego—nine were attending from UCR.

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

Dear Provinz Team,
You are to be commended for all the research and information gathering you did to produce the articles on Ludwig, Rudy and myself [March 2012]. It should give the club members a much better insight into vintage racing and its background and the variety of cars involved.

Walt McKay

Hi Kye,
I have received my March issue of Provinz and wanted to congratulate you on a fantastic feature article "But is it real racing?". I love the photos (and there were lots) and the highlighting of our club's "old" and current vintage racers. I was aware of some of them but not all and certainly not how accomplished they all are. Thank you for writing this article.
Regards,
Ken Jensen

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

Two rallies are being planned this year. We are looking forward to our fourth year of exploring Ontario's picturesque roads and countryside. Porsche owners will enjoy the thrill of driving in a rally that will take them on roads that wind in all directions.

On June 23, 2012 drivers and navigators will savour the greenery of Southern Ontario. On October 6th, 2012 they'll enjoy the spectacular fall colours and farm fields full of crops.

The challenge of a timed rally turns the experience of a country ride into a wonderful and friendly competition where cars must keep on time while sticking to posted speed limits.

Feel free to sign up for more details for each rally by sending an email to sadia.butt@utoronto.ca.
For more information contact Rally Master Sajjad Butt at (905) 567-8466.



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www.huntermotorsports.ca 905-272-5137

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trusttransmission@hotmail.com

PORSCHE RESPONSIBILITY

By Garth Stiebel, Provinz Associate Editor

I live in the country, on a road that twists and turns its way towards a Provincial Park and a tiny village popular with visitors because of its unique cuisine and easy access to the many trails that intersect our beautiful hills. It's Paradise to me and I would be loathe to live anywhere else. My 996 and I explore the byways of Dufferin County whenever my inclinations dictate and the weather permits and I am sure I need not enlarge to this readership on the pleasure this brings me.

Over this past Easter, a tragedy occurred, barely a kilometre from my house, one that has motivated me to reflect, and then write, about the responsibility we have to treat the awesome cars we drive with a healthy respect and more, to properly ready ourselves to both drive our Porsches to their capabilities and not to exceed our own.

It was a Porsche that crashed, driver killed and passenger with serious injuries. I don't know the details of the accident or how it happened, save that it was at high speed, too high a speed for the conditions.

We love our Porsches, though they may overwhelm us with what they can do. They bring us incredible joy and can kill us with a moment's inattention. They challenge us, sometimes bring us face-to-face with our deepest fears, join us

together in good fellowship and a common enthusiasm, inspire competition, teach us skills attainable in few other ways. The cars are not just to own; they can be unique tools of self-exploration, help us find our limits, teach us how to avoid going beyond them.

When I drove my Porsche for the first time, it scared the heck out of me. That's why I bought it; I wanted to learn how to control the beast under the bonnet and my own anxiety. And that's really the point of this article – there is a certain responsibility, or should be, implicit in the ownership of these wonderful machines.

They're not trophies for having attained a certain income level, they are not toys. Porsches are serious, demanding automotive engineering pinnacles and you drive one at your own risk. UCR offers many opportunities to improve your skills behind the wheel, from autocross to a multitude of DE events, every year. Please take advantage of them, take your pride of ownership to another level, that of a responsible and competent driver who knows his car as well as he knows him or herself.

Our deepest condolences go out to the family of fellow member, David Pilo. Our thoughts are with you. 🙏

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UCR Tech Session

by George O'Neill,
UCR Tech Editor

981 Boxster: The apple does not fall far from the tree

In the mid 1990s Porsche introduced the first generation Boxster, and I along with many others promptly fell in love with the look of the car. It had been some 40 years since Porsche last introduced a pure roadster, the 550 Spyder.

With the Boxster, Porsche went back to those roots to bring forward a mid-engined vehicle with fabulous handling characteristics, updating it with modern and relevant technologies. The design really struck a chord with buyers and helped Porsche achieve their highest sales level ever up to that point.

Boxster - Front View



Just this spring Porsche introduced its newest Boxster, the 981. This one is partially based on the new 991 body architecture, and as before has strong visual design elements in common with the legendary Carrera GT, most notably the stacked front lights and intake openings, along with the shape of the revised door skins, which are now unique to the Boxster and no longer shared with the 911.

GT - Note Boxster Similarities



As with all recent Porsches, the all-new interior of the 981 takes its cues from the Carrera GT's sloping upward centre console, putting the shifter just east of the steering wheel, in the perfect location.

The 981 includes several technological improvements, some of which are shared with the also-new 991. In today's expensive design and manufacturing environment, it makes sense for Porsche to spread costs across the 991 and 981 for structural and other components used in both vehicles. As is the case with all of the newest Porsche vehicles, major attention has been paid to weight reduction and improving fuel efficiency. Even with a longer wheel-base of 60mm, a widened front track of up to 40mm along with the rear track of up to 18mm, and overall length increasing by 32mm, the 981 still weighs about 30kg less and will go about 15 percent further on the same amount of fuel. Longer, wider and more efficient, these are common Porsche design parameters.

Further to increasing efficiency, the boxer engines in the base car and in the "S" model feature electrical system recuperation and map-controlled cooling water thermal management. Electrical system recuperation allows the engine to operate more efficiently, since under load it does not need to use the generator as much to keep the battery charged, therefore reducing fuel-robbing load on the engine. The battery is kept charged via braking and coasting when it receives an increased charge from the recuperation system.

The map-controlled thermal management system efficiently reduces engine and transmission temperatures and does so in a way to also reduce the load on the engine. Moreover, Porsche has introduced the start/stop function for both the PDK and manual transmissions. The research and practical experience Porsche has gained recently with hybrid vehicles has made these systems possible.

The Boxster's standard transmission is a 6-speed manual, with the 7-speed PDK an option. In the base model the engine has a smaller displacement of 2.7L versus the previous model's 2.9L, but power is up by 10hp. In the "S" model the engine is the same size, at 3.4L but has increased in power by 5hp. The mid-engine and transmission are attached via mounts to the chassis at three locations, one mount at the front of the engine and two at the rear of the transmission.

If the Sport Chrono Package is selected on the options list, dynamic mounts are included, which change their rigidity and damping characteristics on the fly. These mounts significantly reduce the transfer of vibrations from the drive train and in particular from the engine to the chassis. The system does this by using a damper fluid with magnetizable characteristics and an electrically generated magnetic field, changing the viscosity of the fluid inside the mounts, thus making them harder or softer as dictated by the driver's Sport Chrono setting.

Boxster - Body



For the front suspension, Porsche engineers optimized the light-weight design of the McPherson spring struts to make them more compact than those of the previous model, while making them stiffer and more precise, to maintain the desired camber setting. Anti-dive characteristics have also been improved so under braking the car maintains a more upright attitude and therefore stops in a shorter distance. The rear axle has also been updated. Some high-stress components are now made of steel instead of aluminum, trading off weight for increased strength.

As was first introduced in the 991, the Boxster also gets electro-mechanical steering, which has been shown to reduce fuel consumption by 0.1L/100km. Road feel remains great and steering ease is improved, as effort can be reduced or increased based on speed and the car's intended direction. For example, during parking and reversing, steering effort is reduced to facilitate these low-speed activities. In addition, if the car is in jeopardy of sliding, as in the situation where the tires on one side have traction and the other side does not, the system can nudge the steering wheel slightly in the direction to correct the slide, indicating to the driver to do so further to bring the car under control.

Also new in the 981 is an electronic parking brake, with interesting features. One of which I could have used when I first started to learn to drive, back in the day in a manual 5-speed V8 Mustang.

Picture this, I was stopped at a traffic light on an up-hill section in downtown Saint John, and to get going I jumped the clutch and lit up the rear tires, since I was afraid of stalling the engine or rolling backward, or both. I did not yet know how to feather the clutch and gas pedal simultaneously to keep the car from going backward while ensuring a smooth takeoff.

When coming to a stop using the brakes on a hill in a 981, an auto-hold function will be engaged so the car does not roll backward, even with the clutch depressed. And if for some reason the driver leaves the car while stopped, the brakes will remain on. Pretty cool. No more embarrassing moments, and your tires will last longer too.

Boxster - Cutaway



Additional technical improvements include new larger wheels on the 981, with 19-inches the standard and 20-inches optional. The convertible top is completely redesigned, with sections made from very strong and light magnesium. It can be opened or closed while driving up to 50 km/h. The body and chassis are now made from steel, aluminum and magnesium in various places to improve both lateral and bending strengths and to minimize weight. Of course the interior is also completely new, and made from high quality materials.

I still love the look of the Boxster, and one has to respect the lineage with past Porsches. Elements of the current 991, the famous GT and the historic 550 are all part of what makes the Boxster so great. It is fair to say the apple does not fall far from the tree, with all of those great vehicles contributing in one way or another to the fabulous 2-seat Boxster we enjoy today. Go get one! 🚗

Photos were supplied by Porsche A.G.

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.

Porsche-Abilities are Endless...



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Del Bruce and the Track Team are committed to sharing their love of Porsches with UCR members during track and social events. It was Del Bruce's and David Forbes' vision that UCR could share its P-passion with children—to bring smiles to their faces and joy to the community.

Del and David sought to combine their philanthropic outlooks to partner with a like-minded community charity to bring the gift of Porsches to the community. As a result of Aaron the blind mechanic's touching story, shared at the 35th Anniversary Gala, the Durham Down Syndrome Association (DDSA) began discussions with David and Mario Marrello regarding just such a partnership.

David approached Del for his input. Could the charity track day Del and David envisioned be orchestrated to include individuals with special needs?

The Durham Down Syndrome Association (DDSA) is a community leader with more than 35 years of serving families and

the community. Over the past five years, the DDSA has begun partnering with other community resources to offer recreational and educational activities open to all individuals with special needs.

From a common desire to bring smiles to the community, the Porsche-Abilities Track Day was born. On March 6th, the UCR Board of Directors gave the event their unanimous and heart-felt support.



Porsche-Abilities 2012 will be held on Friday June 8th at the Canadian Tire Motorsport Raceway (Mosport). Drivers from the Black Run Group will donate their expertise and cars; the Red Run Group will staff the track; Del and the Track Team will oversee the track components of

Porsche-Abilities. We anticipate that a total of 180 rides—under parade lap rules—will be run in the morning, 75 for individuals with special needs, 75 for family members and 30 for volunteers. >

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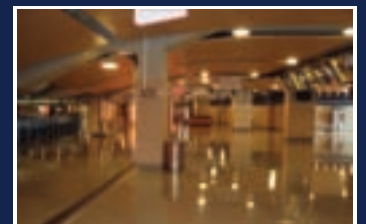
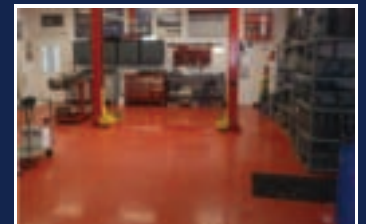
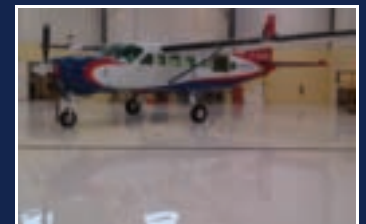
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Off track activities for those who are either too young, too small or not able to ride will include: painting wooden race cars, decorating tote bags, dressing up in helmets and race suits for photos, child-friendly play centres, tools and car parts to explore, as well as, an area to chill and chat with friends while listening to your favourite tunes.

The off track activities are being organized by the DDSA with support from local and national corporate partners. The activity stations will be manned by volunteers who are interns in the communication rehab programs at the University of Toronto, Durham College and Georgian College. The maturity and specialized knowledge of the volunteers will ensure that families can share freely in the excitement of the day with their children and new-found friends.

As UCR members, you are encouraged to come and join in the excitement of the Porsche-Abilities Track Day. Assist with registration, participate in the activity stations, or socialize and share your Porsche-passion with those who will smile from ear to ear!

To register, please visit the Registration Site under the Advanced Solo Lapping listing for June 8th. To share ideas, volunteer or donate (e.g. clean/safe car parts, tools, helmets, race suits, patches, door prizes, etc...), please contact Jill Clements-Baartman at porscheabilities@gmail.com. Your participation and support are essential to the success of the UCR Porsche-Abilities Track Day. 🌀



The Durham Down Syndrome Association is a non-profit registered charitable organization with the goal of improving the quality of life for individuals with Down syndrome (Ds) through education and empowerment.

It provides:

Hospital and new parent visits; Parent, family and community support relating to health, educational and professional topics; Family linkages; Play and learn groups through the YMCS; Social events;

Subsidies for speech and language therapy for members with Ds;

Links to research studies; Support, subsidization and participation in annual local, provincial and national conferences; Access to and information pertaining to fact sheets, resources, periodicals, magazines and specialized materials; Monthly meetings with speakers; Quarterly newsletters; On-line resources; Representation on community and government advisory committees; Information relating to community and government services; funding resources; community agencies; educational system and a child's rights; advocacy; financial and lifespan planning; Members who are available to speak to community groups about Ds.

To become a member or donate, please visit our website at DDSA.ca. Together we can build an inclusive community through understanding and support.

"I can't change that I have Down syndrome, but one thing I would change is how people think of me. I'd tell them: Judge me as a whole person, not just the person you see. Treat me with respect, and accept me for who I am. Most important, just be my friend. After all, I would do the same for you."
- Michael, 28



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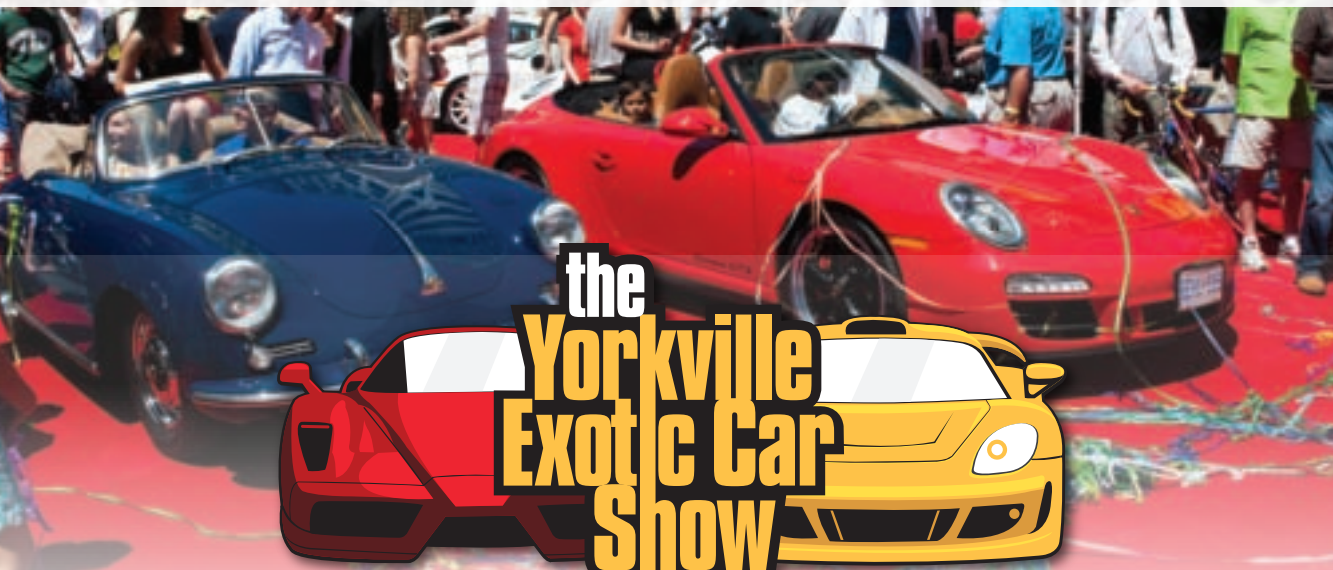
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Father's Day, Sunday, June 17, 2012

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.YorkvilleExotics.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.YorkvilleExotics.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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By Michael Tamblyn, UCR Member and former UCR Chief Instructor; photos by Eshel Zweig >



rear wing and front splitter on my GT3RS, this impressive lateral grip was generated without any downforce whatsoever.

In an unexpected twist, Jeff Pabst jumped into a stock 2012 911 Carrera S (Type 991) on Pirelli P-Zero tires which they had driven to the track, to see what it would do. Are you ready for this? It circled the skidpad at 1.15 lateral Gs, to the surprise of everyone. That is some impressive chassis!

Next we tested dry braking from 100 kmh and the Michelins generated remarkable grip in hauling the GT3RS to a quick stop at 1.01G. Once again, Jeff jumped in the 991 and came within a foot of my best stopping distance, on the Pirelli P-Zero street tires reaching 1.13Gs. This whet our appetite for Pirelli's DOT approved motorsport tire, with the Trofeos bolted on my car in short order. Despite the narrower front track and without ever having been heat cycled, the Trofeo's posted a lateral grip number of 1.14 Gs on a skidpad that was still cold (and bumpy). The best news was that the Trofeos were stable to the edge of their performance envelope and gradual in their break-away at the limit, which inspires confidence in a recreational >

With a new track season upon us, my thoughts turned to pulling my P car out of storage and getting it ready for PCA's first track event. I was on my second set of Michelin Sport Cup tires, which I knew to be a solid and reliable performer, but I wanted to explore my options in choosing new rubber for a second set of rims which I had ordered.

A set of Hoosier R6's had taught me that they were not suitable for street use and after a few track events, they were leaking air through the carcass of the tire. Sticky yes, practical no. Over coffee one day with Chris Pfaff of Pfaff Porsche, he encouraged me to try the new Pirelli Trofeo which was available from Pfaff Tuning. However, I was hoping to nurse a single set of track tires through an entire season, so I did not want to risk buying, without knowing more about them.

A few hours on the internet disclosed little empirical data, mostly chat room gossip and opinions. So I asked Chris if he was prepared to put his Trofeos up against the competition, in a real-world comparison test which measured performance in hard numbers. Chris didn't hesitate in offering up a set of

tires, with support crew and a Racelogic Driftbox to accurately measure lateral and braking forces, and use of the Mosport skidpad for a day.

The appointed day arrived on Easter weekend and we all arrived at the track ready to go. Pfaff Tuning was represented by hot shoe, Jeff Pabst, who will be sharing Pfaff Tuning's GT3 Cup car in the Canada Challenge this year, with Kyle Marcelli. We were also joined by your faithful editor, Kye Wankum in his beautiful white 1973 Carrera RS and photo editor, Eshel Zweig in his stunning matte black GT2. Nick and Jimmy from Pfaff Tuning had mounted the Pirelli Trofeos to a set of 911 Turbo S centrelock rims, which had a different front offset, so the Trofeos were hampered by a slightly narrower track. The air temperature was 9C when we started, warming to 12C with the track temperature only slightly warmer.

First was a dry skidpad test with the Michelin Sport Cup tires on factory rims, less than a year old with plenty of tread depth left on them. They generated 1.09 lateral G's, on a cold (and bumpy) skidpad, at a speed of about 50 kmh. Despite the large

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driver such as myself. Over to the braking test where the Trofeo stopped five feet shorter than either the P-Zero or the Michelin Sport Cup, reaching 1.09 G. Remarkable!

“But what will happen in the wet?” was the question Kye and Eshel were asking. Enter the water truck to flood the skidpad, leaving standing pools of water everywhere. First up were the Trofeo's which generated a mind-blowing 1.04 lateral Gs in the wet! I made sure that others saw the readout, so that there was no doubt about what we had just witnessed. After switching tires back and having the water truck flood the skidpad again, the Michelin Sport Cups generated .91 lateral Gs, a respectable number in the wet to be sure, but our frame of reference for wet performance had been shifted into a new realm by the Trofeo. With that level of stick, you might ask about the durability of the Trofeo. Jeff's experience in running a set of Trofeos all last season, was that they wear well and were in good shape after a half dozen track days, after turning lap times normally reserved for race cars on slicks.

Jeff Pabst recorded all of the data on his computer and we pored over the stats to verify our conclusions. First, the choice of new tires for me was obvious, a set of Trofeos are on order. Too bad we did not have the Hoosier R6s there to compare them to, it would have been close in the dry, but the Trofeos would have ruled in the wet. Second, it makes you wonder what a 991 could do with a track alignment, lowering springs, and a set of Trofeos.

Rest assured, it will be arriving in your rear view mirror at Motorsport some time this summer! In closing, my thanks to all who participated and made it a fun day, sorry I could not join Eshel for a few quick laps around the Driver Development Track, but who can keep up with a GT2 anyways? Unless maybe I kept the Trofeos on my car. 🌀



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PORSCHE CLUB OF AMERICA - UPPER CANADA REGION OPEN HOUSE



This year's Open House will be held on May 6th. The venue is the Markham Fairgrounds in Markham, at the junction of Elgin Mills Road and McCowan Road.

The weatherman has assured us a sunny Sunday. Regardless, as we shift into Spring, it will be fun to take Major McKenzie Drive from its western start at Hwy 27, and drive your beloved Porsche all the way to McCowan Road, then turn left (north), go past Elgin Mills Road, to the Markham Fairgrounds, immediately (about 150m) on your right. Or put your P-car through its paces on the 407, until exiting at McCowan Road.

As usual, you will meet our Event Chairs, and have the opportunity to familiarize yourself with the events that they have lined up for you this year, including Fun Runs, Autocross, IDS/Driver Education, the Concours d'Elegance, Club Racing and Membership. Members will be able to talk shop with tuning experts and fellow members, and learn about the latest developments in the Porsche world. And, of course, the Goodies Store will be there to offer you their fantastic range of UCR goodies.

In the past, many members have asked whether they can bring their Porsches to the event for a trade or sale. This year at the Markham Fairground we can secure ample exterior parking space, enough to accommodate up to 150 cars for this event. Individual members who wish to bring their cars for trade or sale are welcome to do so.

Furthermore, those who prefer to just show off their pride and joy can enter their car in the Show and Shine event. Prizes for the nicest cars will be awarded by a panel of judges.

For both trade/sale and Show and Shine, please contact the writer to reserve your space. All parties who are interested to show up at the event as vendors or exhibitors are welcome to contact the writer to organize their participation.

Admission to the Open House is free of charge, and members are encouraged to bring as many friends as possible. Hot dogs and beverages will be offered at a cash kiosk on site.

As an added attraction, on the same day and on the same grounds in an adjacent building, is a Military Nostalgia Exhibition organized by another group, where about 100 vendors will display and sell collectible memorabilia. Admission to this exhibition is free also.

For more details on the Markham Fairground please visit the website: www.markhamfair.ca. We will be in building 2, where an unobstructed floor space of 8,800 square feet will be at our disposal.

As we move along and get closer to the date, we will be posting more details on the UCR website.

PCA UCR 2012 Open House
Paul Ip, Event Chair
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2012 UCR Concours d'Elegance

On The Grass And In The Green

Sunday, June 3rd, 9:30 am to 2:30 pm, at Appleby College in Oakville.

This year, UCR is once again hosting a Concours d'Elegance of a traditional format.

The event is for Porsche cars only and only real Porsche cars. All ages and types are welcome and will be divided into 18 separate classes.

Each class winner and runner-up will receive a beautiful trophy.

The competition will be decided through peer judging by all registered entrants.

Additionally, there will be a People's Choice Award for one of the registered cars, to be determined by all entrants and the attending spectators.

We want to see all of you out there, with your precious garage queens and your road-going drivers alike. Come and join the fun, bring the family, and enjoy an early Sunday with nothing but great cars and great people.

Non-PCA members are welcome to enter the event! All spectators are welcome free of charge and get to vote for the People's Choice Award!



Elegant coffee, pastry and lunch service will be offered by 'Chef Ryan Rajkumar' of Appleby College, or feel free to bring your own picnic.

See the insert in this issue of Provinz or visit:
www.pcaucr.org/activities/concours for all details and to register.

The UCR Concours Team would like to thank all of our generous event sponsors: Pfaff Autoworks, Porsche Cars Canada, Auguste Automobile Service, Braidan Tire, Douglas Ailles/

/Investors Group, Lant Insurance - Hagerty Silver Wheel Plan, OnWall Solutions, Road / Show Appraisals and Harmony Printing.

Net proceeds from the 2012 UCR Concours d'Elegance will be donated to the Canadian Red Cross - International Relief Fund.

A rain date has been set for Sunday, June 24th. If in doubt of inclement weather, check the UCR website for updates.

By Kye Wankum, UCR Concours Co-Organizer.

Targa Muskoka

An event to be remembered!



**DO I NEED A
PORSCHE TARGA
TO COMPETE?**

The short answer is “No” but if you have a Porsche Targa it will be great model to run, top down, around the beautiful Muskoka Region.

However, some might ask what is a Porsche Targa? Let’s step back in time. Targa in Italian means “plate or shield” It comes from the Targa Florio which was an open road endurance race held in the mountains of Sicily, near Palermo. It was founded in 1906 by the wealthy pioneer race driver and automobile enthusiast, Vincenzo Florio. It is the oldest sports car racing event and was part of the World Sportscar Championship from 1955 to 1973. Unfortunately, and due to safety concerns, this unique road race was discontinued in 1977. Today it is run as part of the Italian Rally Championship.

So you might ask how Porsche did in this historic race. Very well thank you! It was the winning-est marque with 11 wins as part of 32 podium finishes. Second was Alfa Romeo with 10 wins as part of 30 podium finishes and Ferrari was third with seven wins in 17 podium finishes. Truly a great record for Porsche, particularly given a 911 Carrera RS won the last race, competing against prototypes entered by the Italian factories of Ferrari and Alfa Romeo.

Taking advantage of their Targa success and looking to protect their 911 market in the US, Porsche in 1967 introduced the 911 Targa. This was a stop-gap convertible model. Porsche at one point believed the US National Safety Administration (NHTSA) would outlaw open convertibles, the Targa model came with a stainless steel- clad roll bar and a removable top. Today the large glass roof is an integral part of the model design and can be opened at any speed. A further change occurred when the 997 model was introduced where the Targa models moved to all wheel drive.

So feel free to bring this iconic model or any other Porsche to Targa Muskoka. They will be right at home.

An update on Sunday lunch: The venue has been moved to the Muskoka Boat and Heritage Centre (www.realmuskoka.com) at the scenic Gravenhurst Wharf. The museum is North America’s only in-water exhibit of wooden hulled working antique boats. Many of these boats were built in Muskoka, which at one point had a thriving wooden boat building business for the rich and famous.

Our next article will be by our historian and wine connoisseur, John Adam who will provide us with an update on our “wine flight” and the background on our wine sponsor, Henry of Pelham. In the meantime registrations are flowing in and would suggest you register early to avoid disappointment as we will have a cut-off for the number of participants. You can get the PDF registration form from our event page on the UCR website. In the meantime, if you have any questions, please feel free to contact me as outlined below.

Walter Murray, H-705-646-1176, C-705-394-8746;
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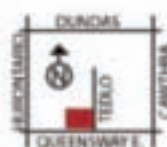


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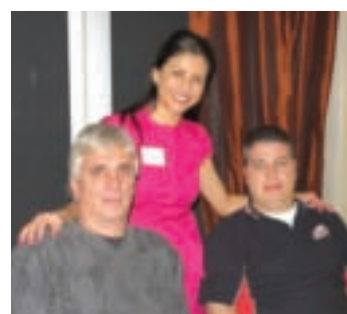
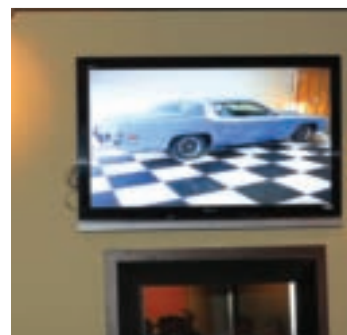
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Past Events: April 10th Social with 1st Choice Garages

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2012 Autocross Season *is on!*

The UCR Autocross Team is pleased to announce the 2012 autocross schedule. UCR will be hosting 4 events this year; as usual, all events run on a Sunday:

- **June 24**
- **August 12**
- **September 16**
- **October 21**

All four events will be held at the Toronto Star facility located in Woodbridge. The UCR Autocross events run rain or shine. In fact, it's even more fun and educational in the rain.

The cost is \$30 for each event. Registration is done through the UCR website in the same way as any DE event. Registration for a particular event remains open until the Friday before the event, so go ahead and book and if you can't make it, just cancel by the Friday before the event and you won't be charged. Registration is important because it allows the autocross team to gauge the size of the event and plan accordingly.

Autocross has its own page on the UCR website (pcaucr.org). I will also be available at the UCR Open House on May 6 to answer any questions or concerns you may have and I will bring some pictures and videos to show how great these events are.

Mario Marrello
UCR Autocross, Chair 2012
647-700-0093



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Emily Atkins
Provinz Associate
Editor

Music of the cylinders

My car got neutered a couple weeks ago. Some necessary (but unwanted) changes to the exhaust system have rendered its throaty, burbling growl to a much more civilized, higher-pitched tone. There's less bass and more melody now. And the change has made me ponder the significance of the sound of the cars we love.

The noise a great car makes can be so arresting. Just yesterday, trying to walk up Yonge Street against the howling north wind, my head was down, I was looking at the sidewalk. Then I heard an unmistakable, magical sound. My head popped up as a shining, dark blue Carrera 4S prowled by. It brought a grin to my face as I watched and listened until it faded into the traffic. The car wasn't being pushed at all, just cruising through the afternoon, sharing its mellow growl with anyone who cared enough to notice and listen.

Cars can be a treat for the ears. Inside or out, the music of a great car envelopes you like a blanket. It cuts off the rest of the world, insulates you from worry and transports you, literally and figuratively, to better places.

With my older car, there's a host of noises, all blending together into Porsche's 944 Symphony in the key of turbo.

The engine, puttering along at idle is pretty innocuous, but rev it up and suddenly the exhaust note kicks in with authority. The faint whistle of the turbo contributes the high notes.

Tires on asphalt make one hum. Tires on concrete add another dimension; it's a tighter, tense tone with more vibrato. Snow tires give you rumble. Gravel sounds like shaking a pea-filled coffee can. And as stones ping off the bodywork, chances are the driver is making whimpering noises in time with each new ricochet.

Even on smooth pavement my Porsche has a few interesting sonic contributions of its own. An intermittent squeak from the rear hatch adds both melody and percussion in a very free-form jazzy way - it's unpredictable and weird. And the super stiff shocks add an extra hollow thud to the rhythm section. Add rain and the whole thing changes. Wipers slap out a new rhythm, droplets patter on the glass, tires hiss and road spray lashes the undercarriage like a brush on a cymbal. Windows and sunroof open make for a wall of sound; not just the rushing air, but also the cacophony of outside noise they allow in.

On the track, there are additions to the orchestra. Tires under stress make a much different music, their squeal adding to the rich thunder of the hard-working engine tones. The sweet snarl of a downshift and spiraling crescendo of a run up the back straight. Don't forget the backbeat of your elevated heart rate in the driver's seat. And, if you must, please feel free to sound the horn.

What do you get when all this comes together? As the driver you are concertmaster, orchestrating the harmonious music of the cylinders - and the rest. You control the tempo, the volume, the flow. Bring it all together into your signature tune. Doesn't matter if it's jazz, classical, hip-hop or the wailing blues. If it brings a smile to your face and quickens your pulse, you're hitting all the right notes.

If our cars didn't sound so amazing, I truly don't believe we wouldn't love them so much. It's all part of the package. The basics are always there, and as with every other aspect of our cars it's just waiting for your personal touch. Change the exhaust, swap the tires and it's a whole new tune.

The irony of all this is that my car came with a kicking stereo and a huge subwoofer where the spare used to be. I pulled the radio out a couple of weeks ago and wired in an MP3 jack so I can listen to my iPod. It sounds awesome, but never as pure as the symphony of car, road and wind. 🎧

Bye, bye Butzi

911 DESIGNER DIES AT 76

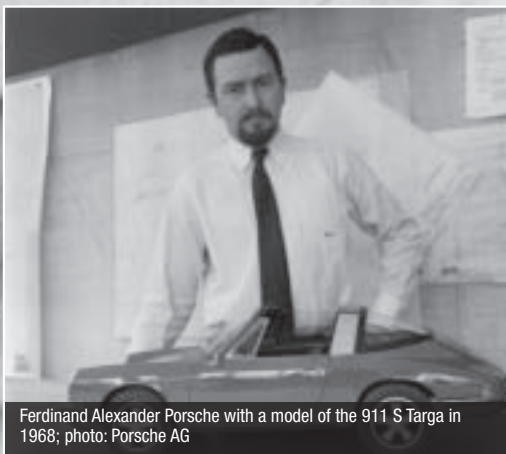
From the Porsche AG press with files from Emily Atkins

Dr. Ing. h.c. F. Porsche AG, Stuttgart, is mourning Professor Ferdinand Alexander Porsche. The Honorary President of the Supervisory Board died on 5 April 2012 in Salzburg, aged 76.

Matthias Muller, President and Chief Executive Officer of Porsche AG, paid tribute to Ferdinand Alexander Porsche's services to the sports car manufacturer: "We mourn the death of our partner, Ferdinand Alexander Porsche. As the creator of the Porsche 911, he established a design culture in our company that has shaped our sports cars to this very day. His philosophy of good design is a legacy to us that we will honour for all time."

Ferdinand Alexander Porsche was born in Stuttgart on 11 December 1935, the oldest son of Dorothea and Ferry Porsche. Even his childhood was shaped by cars, and he spent much of his time in the engineering offices and development workshops of his grandfather Ferdinand Porsche. In 1943 the family accompanied the Porsche company's move to Austria, where he went to school in Zell am See. After returning to Stuttgart in 1950, he attended the private Waldorf school. After leaving school, he enrolled at the prestigious Ulm School of Design. He lasted only a year there before being dismissed as having dubious talent.

In 1958, F.A. Porsche, as he was known by his colleagues, joined the engineering office of what was then Dr. Ing. h.c. F. Porsche KG. He soon proved his great talent for design by sculpting the first model of a successor to the 356 model line out of plasticine. In 1962 he took over as head of the Porsche design studio, creating a worldwide furore one year later with the Porsche 901 (or 911). With the Porsche 911, F.A. Porsche created a sports car icon whose timeless and classical form survives to this very day in what is now the seventh 911 generation. In a cosmic coincidence on the day of Butzi's death, the 991 was voted as the "2012 World Performance Car" at the New York International Auto Show. Despite the 991 being the 7th generation 911, the original F.A. Porsche design can still be clearly seen in the car. ➤



Ferdinand Alexander Porsche with a model of the 911 S Targa in 1968; photo: Porsche AG



Ferdinand Alexander Porsche with the Type 901 (T8) in 1963; photo: Porsche AG



The Type 904 designed by F.A. Porsche; photo: Terabass



Ferry Porsche (left) in his office with his son Ferdinand Alexander Porsche, ca. 1960; photo: Porsche AG

Ferdinand Alexander Porsche in his design office in 1963; photo: Porsche AG



Ferdinand Alexander Porsche next to a model of the Type 911 (1968); photo: Porsche AG

Ferdinand Alexander Porsche in 1989; photo: Porsche AG

In addition to passenger cars, F.A. Porsche also concerned himself with designing the sports cars of the 1960s. His best-known designs include the Type 804 Formula One racing car and the Porsche 904 Carrera GTS.

In 1972 he founded the "Porsche Design Studio" in Stuttgart, the head office of which was relocated to Zell am See in Austria in 1974. In the decades that followed, he designed numerous classic accessories that achieved global recognition under the "Porsche Design" brand. For example, The Porsche Design Chrono I was made in different versions — color of case and straps, print on dial — for several country's air forces, as well as the NATO alliance. In parallel, with his team, he designed a plethora of industrial products, household appliances and consumer durables for internationally renowned clients under the brand "Design by F.A. Porsche".

A strong, clear design concept typifies the designs created in his studio. The credo of his work was: "Design must be functional and functionality has to be translated visually into aesthetics, without gags that have to be explained first." F.A. Porsche: "A coherently designed product requires no adornment; it should be enhanced by its form alone." The design's appearance should be readily comprehensible and not detract from the product and its function. His conviction was: "Good design should be honest."

Ferdinand Alexander Porsche received numerous honours and awards both for his work as a designer as well as for individual designs. For example, in 1968 the "Comite Internationale de Promotion et de Prestige" honoured him for the outstanding aesthetic design of the Porsche 911 while the Industrial Forum Design Hannover (iF) voted him "Prizewinner of the Year" in 1992. In 1999, the President of Austria bestowed on him the title of Professor.



Ferdinand Alexander Porsche with the 911 Carrera 2-3.6-Coupe in 1992; photo: Porsche AG

Ferdinand Alexander Porsche retained a close lifelong association with Porsche AG as a partner and member of the Supervisory Board. For example, even after stepping down from front-line business operations, he contributed to the design of Porsche's sports cars over many decades and repeatedly steered the company in the right direction. This was especially the case for the difficult period

Porsche experienced at the beginning of the 1990s. From 1990 to 1993, F.A. Porsche served as President of the company's Supervisory Board, thus playing a major role in Porsche A.G.'s economic turnaround. In 2005, he stood down from his Supervisory Board role in favour of his son Oliver and assumed the mantle of Honorary President of the Supervisory Board.

Ferdinand Alexander Porsche has been buried in the family grave at Schüttgut in Zell am See. ☹

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ZONE 1 CONCOURS & RALLY

May 19 & 20, 2012

On May 19 & 20, 2012, the Northeast Region of the Porsche Club of America will host the 33rd Annual Zone 1 Rally and Concours weekend.

Saturday May 19, 2012, the Concours will take place at the Larz Anderson Auto Museum in Brookline MA (<http://larzanderson.org>)

Sunday May 20, 2012, the Rally will depart from the Bose Corporation Headquarters in Framingham, MA.

For additional information regarding this event, please contact Steve Ross at SLR944@aol.com or the PCA Zone 1 Representative, Jennifer Webb, at jenniferbischoff@hotmail.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

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June 1-3, 2012*

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90 minute Enduro on Sunday.

The Glen has made some run-off improvements to their facility, so come join us at this famous track. Registration opens on Monday, April 16 th at 10:00 p.m. EDT <http://register.pca.org>. Early registration and hotel reservations are recommended.

Visit the Zone 1 website at Zone1.pca.org and <http://register.pca.org> for event details. For additional information contact Jennifer Webb At jenniferbischoff@hotmail.com or 514.235.0157 Pete Tremper at tremper9146@aol.com or 609.221.3854. ☼

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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2012 FUN RUNS

UCR FUN RUN PLANS



David Forbes

UCR Fun Run Chair
David.Forbes@nbpcd.com
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May 19: Thornbury/Owen Sound Fun Run

Dwight Dyson/Hazel DeBurgh, dwight.dyson2@sympatico.ca

Starting and ending at Thornbury with a stop for lunch at Cobble Beach Golf Resort Community this run winds up and down the Niagara Escarpment through some of Ontario's best Porsche-friendly roads with vistas of Georgian Bay. Expect challenging trivia along the way with prizes for the best scores.

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.

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 22/23	-	-	-
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.

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, home-made preserve, baked goods, fruit from your garden, musical instruments etc.). 🍷

TRACK TALK



Dave Osborne
Track Chair

With the two spring IDS events and the Braidan "Wheels for Humanity" charity event behind us, there is nothing to do now but start the 2012 Advanced Driver Education season. With such an early spring this year, I'm sure you've all done your spring maintenance and are ready to enjoy driving your Porsche at speed, on a closed road course.

This year is jam-packed with great events, from the Durham Down Syndrome Association hospitality day, to our journey back to Calabogie in August. The Track Team has organized another great season for Upper Canada Region members. Your only job is to come out and participate in them. It's a tough job but someone has to do it.

It seems like an early season for motorsports too. We are already a month and a half into the Formula 1 season, a month into the Indy Car season, and according to the Speed Channel, the NASCAR season never ends. I don't know about you, but I'm thoroughly disappointed in the Speed Channel. If I could separate it from the rest of my satellite package, without losing TSN, I would.

The original Speedvision channel was filled with interesting programs. From Legends of Motorsports, which chronicled the great drivers and races past, to full coverage of British Touring and World Rally, Speedvision was a great channel to watch. You could turn it on any day of the week and find something that was interesting. I've even watched lawnmower racing and it was fantastic! Now it's just the NASCAR Channel.

Let's face it, NASCAR isn't that interesting. Oh sure, watching a pack of cars turning left until they crash is a great spectacle and V8s definitely sound good, but you can't build a whole network around it. I saw a listing for a show called Trackside, so I tuned in, thinking it might be a show about different tracks around the world. It was three guys sitting behind a desk, placed next to a track, talking

about NASCAR. When did "Boogity Boogity Boogity" become some kind of war cry at a motor race anyway? I'm not saying NASCAR is bad any more than I'm saying that F1 is better. I'm just saying that by focusing solely on one form of motorsport they have ruined a great channel.

Del Bruce and David Forbes are working hard to organize a great track event on June 8th this year. The day before our Track Walk DE weekend will begin with the Durham Down Syndrome Association. These wonderful people will bring a large group of suitable candidates to Mosport so they can experience the thrill of lapping the track in an Instructor's Porsche. All lapping will take place under the Track Tour Rules, so fun will be had by all. After a morning of being entertained they will join us for lunch before returning home with their care givers. We hope to provide a fun and thrilling morning to some great kids.

The afternoon will be four advanced instruction sessions for the Black run group, who spend the least time with our instructors on regular DE weekends. The goal is to give them the assistance they need to further hone their skills. It's also a great opportunity for us to scout for some hidden Instructor talent. Last year at Instructor Day the Red run group learned some modified lines through corners 3, 5B and 8, so this will be a great opportunity to teach the Black run group our new secrets. The Red run group will also get four sessions to practice what we preach. With Chief Instructor Stephen Goodbody's able assistance these modified lines will become the standard teaching protocol this year, so practice time is essential.

It's important that as many Black and Red run group people as possible come out to this event. For the cost of a little fuel we will be giving back to the community while enhancing our own track experience. It comes with lunch too!

With the Friday covered we will move on to our June Track Walk weekend. If Stephen isn't tired by then, we're going to make him walk the 2½-mile Mosport circuit at the end of the Saturday DE sessions. For those who have never taken part in a Track Walk, this is the opportunity to see where the rubber meets the road up close. You will learn more about handling dynamics and car position in one hour than you would driving around for a full season. You'll find out how elevated some portions of the track really are. See which corners are actually banked so you can lean into them for traction. Stephen will reveal all of his speed secrets while maintaining a comfortable pace behind the beverage car. You have invested a lot of time and money in your driving career and this hour will be an enlightening event. Don't miss it!

I'm really looking forward to seeing you all at our season opener, the May DE event. I hope you've all weathered the winter well and are ready for some Good Safe Fun.

See you trackside,
Dave ☺



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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

1988 Porsche 944 Turbo S; 137K. Lindsay Racing Turbo system. Complete engine build-up, 350 hp, done 4K ago. Roll bar, fire extinguisher, 5-point harnesses. 928S4 brakes, Konis all around. Too many upgrades to list and nice spares package. Fast and reliable for street, DE, or Race. Asking \$15,000. Please contact Pat at racecarz@hotmail.ca

2011 Mercedes-Benz AMG C 63 Affalterbach edition; 0027 Km. Only 30 made. 481 Horsepower, 0-60 in 4.3 seconds. Contact Thomas at (905) 689-4155 or at thevolvodoctor@hotmail.com

914-6/916 GT Flares; 1 set of 4 original steel flares; part numbers 914.503.908.00; 914.503.906.00 GRV; 914.503.905.00 GRV; 914.503.907.00 GRV. Contact Thomas at (905) 689-4155 or at thevolvodoctor@hotmail.com

2003 Harley-Davidson V-Rod; anniversary colours, gold key package, Portsche R&D. 0009 km. Contact Thomas at (905) 689-4155 or at thevolvodoctor@hotmail.com

2002 GT3 Cup Car; Time to move on to a newer Cup, I'm selling my 2002 GT3 Cup. Full details at <http://bit.ly/zZYkBZ>, car is fast at Mosport (1:26) and Calabogie (2:07) and is in great shape. Asking \$65,000. Please email Bruce G at brucegre@sympatico.ca*

EVO Billet Camber Plates; 98-05 Porsche 996 EVO billet camber plates. Precise handling, allows for 10mm more negative camber. CNC machined from 6061-T6 aluminium, assembled with stainless steel spherical bearings and hard anodized. Like new, used for a handful of D/E days. Asking \$300 + shipping (if required). Please email Richard at rkrysiak@cogeco.ca*

2002 996 C4S Tip; 36000km Forest Green Metallic with Natural Brown interior, power heated seats, 19" wheels with orig 18s included. US car with no scratches or dents. This car is mint with

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Non member; \$25 per/Ad.

Submit non-commercial ads
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Attn: Kye Wankum, Editor
kye.wankum@rogers.com

Ads are subject to editing and will run as space permits
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in the next month's issue.

very low KM. Serviced at Autowerks in Woodbridge. Drives tight and smells new inside. Asking \$39,000. Please contact Jack S. at (416) 262-2728*

1987 3.2 Carrera Targa G50; Black on Black, 103,000 kilometres. Full leather interior with power sport seats, Factory Blaupunkt stereo. Very stock condition with factory Fuchs wheels and no mods other than Steve Wong 911 Performance Chip and stainless Cat by-pass (runs much cooler). Includes factory tool kit. Very recent complete service including valve adjustment, valve cover gaskets, Swepco Oil change and Trans service. Butter smooth shifting G50 5-speed transmission. Runs like a top with suspension and brakes in top condition. As many know, 1987 is a fantastic year with the pinnacle of the "classic 911" technology. G50 trans with Awesome 3.2 performance and reliability but no E-test needed! Asking \$22,500. If interested please contact Sean at (416) 451-1874*

Momo Steering Wheel; Momo Corse steering wheel, excellent condition, black leather. Asking \$100. Please contact Raymond L. at (416) 875-3850*

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

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416 248-9777

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

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

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

Sports Car Boutique
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905 682-4242 augusteauto@cogeco.net

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Furtmair Auto Services Inc.
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German Autotech Inc
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Keltech Performance
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905 565-9888
Liam@keltechperformance.com

Leny's Automega
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905 803-8473 john@lenysautomega.com

Mantis Automotive
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905 844-6219 ernie@mantisport.ca

Marc Plouffe (Lumpmeister)
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RSP Motorsports
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519 474-7700 info@rspmotorsports.com

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

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

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PERIPHERAL VISION



John Adam
UCR Historian

Life is good at this time of year. The winter blahs have been shaken off. The snow has melted, even in ski country. The 911 has been readied and our driver education season will get on track at Mosport. Take pleasure in the fact that the good weather is finally with us, summer is just ahead, and opportunities to take advantage of it abound.

In mid-May we will be touring Germany and Austria, bouncing between the Porsche, Mercedes and Red Bull museums. This junket follows on the heels of a week-long visit to Portugal's Douro wine region. It should be great fun.

Not a Trackie? PCA Zone 1 will host the 33rd Annual Zone 1 Concours & Rally May 19-20 in Brookline, MA. The weekend activities will include a rally through the historic countryside, a full and peoples' choice Concours d'Elegance, a swap meet and vendor sales.

This event is geared for both the novice-level as well as the experienced PCA member alike, offering something for everyone. It is centered around the host hotel, the Sheraton-Framingham.

This is a glorious opportunity to take a long, leisurely spring drive to Massachusetts just for the fun of it. Complete information is available on the Zone 1 web site <http://zone1.pca.org>.

Bookings are open for Zone 1 at The Glen, June 15-17, CVR at The Glen June 18/19, followed by Niagara at The Glen, Monday & Tuesday, June 28/29, for another two days. Awesome opportunity for up to seven days on track! CVR's event is less crowded than Zone 1, thus better track conditions. Some drivers who have just spent the previous three days at the Zone 1 weekend event will hang in until they run out of tires or something breaks.

A nearby hotel is The Falls Motel, in Montour Falls. That's handy but we generally end up in Corning. We will probably be satisfied with just one of The Glen events this summer because Parade in Utah is on the family travel calendar and there are other demands on the family bank account.

We are spoiled by having a wealth of choices. Since we can't be away EVERY weekend, we need to make our selections. So, what's on your schedule? Get the P-car out and enjoy. 🏁

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BOARD MEETING

Minutes for March 6, 2012 - Submitted by Isabel Starck, Secretary

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

Attending: Arthur Quinlan, Del Bruce, Horst Petermann, Martin Tekela, Mike Bryan, Tim Sanderson, Mario Marrello, David Forbes, Walter Murray, Richard, Shepard, Isabel Starck, Kye Wankum, Tomiko Murk

Regrets: Mike Edmonds, Otto Mittelstaedt

Meeting Open: 18:32

Mario Marrello Introduction

- Confirmation of the Agenda. Nothing to add.

Confirm Minutes

- Walter Murray moved to confirm February meeting minutes. Horst Petermann seconded.

Tomiko Murk

Treasurer's Report

- 2011 year-end report presented in new format.
- Del raised that financial reserves must be carefully evaluated so as to not deplete them too rapidly.
- Walter proposed a financial plan/budget be created. Each chair must present a budget for their respective events. Arthur moved Isabel seconded.
- Budget projection can be based on last year's numbers for each event.

Mike Bryan

Membership Report

- February membership totals: 45 new primary members, 34 non renewals, making 1974 primary members and 1213 family/friend members, for a total of 3187 total members and a net gain of 31.
- UCR is now the third largest of PCA's 139 regional clubs.
- Arthur met with Porsche of London owner and requested new ways to encourage them to sign up new members.
- DFC independently offered a UCR 1 Year Membership package with ALL car sales. Program effective and will be offered/suggested to other dealers.
- During the presentation of the new UCR advertising package at the February meeting, it was suggested that this piece might also be the template for a general UCR membership promotional tool after some content adjustments. Kye Wankum obtained a printing price for 500 at \$1.00 per copy for this promotional piece from Harmony Printing, as per the quality of the advertising package.
- Mike Bryan and Kye to write up the text for the pamphlet.
- Provinz and the website can be used to promote any local member initiative.

David Forbes/Del Bruce/Jill Clements-Baartman Charity Run Plans

- Sandi Graham, VP for Durham Down Syndrome Association, and Jill Clements-Baartman, PCA/UCR member, made a proposal for UCR to host a day at Mosport, providing track rides for children.
- Participants would be screened and evaluated before the event.
- Qualified volunteers will accompany children at this UCR Charity Day event.
- To date, 98 families contacted and eager to participate.
- Del stated RED run group will provide the rides, with the

BLACK run group a backup.

- Parade Lap rules apply.
- DDSA is a non-profit organization.
- Walter moved that we proceed with DDSA as this year's Charity.
- Arthur seconded.

Horst Petermann

Club Race Update

- Horst reported that Mike Edmonds is working on budget to be presented at a later date.
- Arthur stated another region is grouping their DE with their Club Race due to decreased registrations. This may be considered following discussion with other parties involved.

Mario Marrello

Open House Update

- Date scheduled for May 6th.
- Location booked: Markham Fair grounds.
- Confirmed display of 991 presented by PCC.
- Budget presented with a \$1600 potential loss.

Kye Wankum

Concours Plans

- The chairs for this year's event will be Chris Ralphs, one of the previous co-chairs for the past two years.
- The date will be June 3rd, with June 24th as a rain date.
- The venue is yet to be finalized, but the Concours team is speaking with Appleby College, a past venue, and other similar type of facilities.
- The event will revert to a more traditional style, meaning on-the-grass and surrounded by greenery, with picnic, etc. Details to follow next month.

Yorkville Exotic Show Plans

- Phil Downe is once again organizing the YES event on Bloor Street this year, with date on Father's Day, June 17th.
- UCR is to be a 'host car club', which affords presence of a UCR tent with volunteers to promote UCR membership.
- No cost to UCR apart from promotion of the event through Provinz and the UCR website in a timely manner.
- The liaison between Phil Downe/YES and the UCR board will be Kye Wankum.
- This is not a UCR event, but an opportunity to promote the club at a show where many Porsches of all eras will be on display.

Kye Wankum/Richard Shepard Provinz Report

- The March issue of Provinz is in the mail, although late by a few days, but already received by many members.
- In an effort to stabilize costs, the page count was kept to 48 for this month. Once again, the great teamwork of all Provinz team members resulted in a significant reduction of man hours for the editor-in-chief, as compared to the newsletter issues of last year.
- There is one advertiser for whom we have to prepare an ad for every month, which tends to hold up final production and printing by several days; this matter will need to be dealt with.
- 2,101 copies of Provinz were mailed out for March 2012 at a cost of \$0.97/member for a YTD average of \$1.17/member
- The survey closed with 155 member responses.
- The winner of the Porsche Martini Sweat jacket is Rosey Koiviso.
- Results indicate that 93% of responders read every issue and 96%

- say the magazine is excellent.
- There were 27 pages of insightful and helpful comments submitted that need to be analyzed.
 - We are still looking for an additional volunteer to help with advertising sales.

Otto Mittelstaedt/Mario Marrello

Web Report

- Any web blast notations please forward via email to Otto.

Del Bruce

Driver Education Update

- Track days registration to date: Registrants total 97, 104, 56, 72, 32, 84, 56.
- Both Introductory Driver School days sold out.
- Martin presented a report from Potomac region regarding fire extinguishers: PCA does not require fire extinguishers for DE.
- Extension to track sign up/registration: new policy in place to allow late arrivals to register at track.

Walter Murray

Targa Muskoka Update

- Date scheduled for Sept. 7-9, 2012.
- Bala Bay Inn has finalized special booking rates, details found in Provinz.
- 3 prizes to be awarded to encourage as many people to participate.
- One prize each for Saturday, Sunday and a Weekend Winner.

David Forbes

Fun Runs/Rally Update

- Six events finalized.
- Working on a seventh event, and looking to book eight in total for 2012.

Martin Tekela

Ski Day Report

- The event was held on March 1st at the Osler Bluffs Ski Club.
- Attended by about 22 people and was co-hosted by UCR members Phil Downe and Don Lewtas.
- An après-ski reception was held at Don's home near the ski club.

Isabel Starck

Monthly Socials

- March 13th event to be held at Mimico Cruising Club.
- Speaker Ron Fellows confirmed.
- Ultra94 sponsored Ron to attend the event, in turn Isabel invited them to advertise their name/logo to the membership during the social.
- April 10th event to be held at Edward Street Bistro.
- 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.

Isabel Starck/Tim Sanderson

Braidan Open House Update

- Date confirmed for Saturday, April 21st from 12:00-3:00pm.
- Presentation pertaining to tire set-ups for track and street use will be made by Brad Shimbashi, owner of Braidan Tire.

Mario Marrello

Autocross Update

- Registration to be setup online.

Zone 1 Meeting – Latham

- To be held weekend, March 10th.
- Del requested Mario bring up membership dues at meeting with regards to the amount granted to each specific region.

All

PCA Awards

- Martin has made a submission on behalf of UCR to PCA for Region of the Year award.

Board and Chair Role Descriptions Update

- 3 submitted so far: Concours, Social Media, and Socials.

Mario Marrello

Other business

- Each board member will ask Event Chairs for a list of assets under their control.

Next Meeting Location

- Sandman Signature Toronto Airport Hotel, 55 Reading Court Toronto

Meeting adjourned at 21:45 ☹

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Goodie Store

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