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



November 2012

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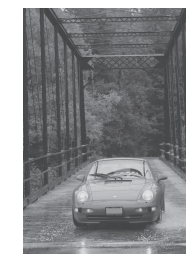
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Cover photo: A little rain did not dampen the spirits of the Targa Muskoka participants this past September; photograph by Michael A. Coates, UCR Club Photographer

PRESIDENT'S MESSAGE



Mario Marrello
UCR President

Well, it's already been just under two years since I wrote my first President's message. The elections completed in early November 2010 and to make the December edition, I had a very short time to come up with my first contribution to this newsletter. This is now my 24th and final contribution and it hasn't gotten any easier, or at least, it seems I haven't really gotten any better at it! The deadline comes all too quickly each month and I thank everyone on the Provinz team for their patience with me.

I am fortunate to have been your UCR President for two years, the maximum term I'm allowed, and I am grateful to all of the membership for giving me this opportunity.

I would like to thank all the members of the UCR board of directors. This was definitely a great team of people focused on getting things done. The board consisted of an executive team including: Del Bruce as Vice President, Tomiko Murk as treasurer with help from Graham Jardine and Mathew Au, John van Atter as Secretary in 2011, and Isabel Starck as Secretary in 2012. The team of directors included: Mike Bryan, David Forbes, Patrick Michaud in 2011, Walter Murray, Arthur Quinlan in 2012, Horst Petermann and Tim Sanderson. I would also like to thank Martin Tekela, past President, who acted as a mentor and advisor as well as getting involved in several initiatives himself. I also thank the Provinz Editor, Kye Wankum and pcaucr.org webmaster, Otto Mittlestaedt, who both contributed to the board.

Over the last two years, this team has managed the club to unprecedented growth. For those of you who keep track, we started back in December 2011 with 2,764 primary and family members. As of October 2012, we are at 3,262. Growth itself means very little unless we can keep the new members, and from the renewal rates, it's apparent we must be adding value to your club experience and you are staying on.

The value equation is also clear in that all our events are hitting record attendance numbers. Our socials regularly hit capacity and the DE numbers have exceeded expectations. We recognized the success of the Cayenne and introduced the first ever off-road fun run, we had two very successful Targas (Manitoulin and Muskoka), and we increased our contribution to the community

by supporting various charities, including the successful Porsche-abilities event in June. Even my own event, the autocross, is now hitting capacity and changes are needed to improve and grow.

As a board, we have made improvements to how the club operates: we revisited the bylaws twice to clarify processes and improve our governance capabilities. We have made sure that the bylaws allow for family members to be recognized as voting members, we improved the nomination and election process to ensure the same transparency and fairness carries forward to future years, we've streamlined the board by replacing the non-elected positions of Provinz Editor and Webmaster, with an elected position of Director Communications.

I know that as a board we would have liked to accomplish more and sometimes we hit some bumps in making things happen, but I believe we learned from those, made improvements and moved on.

These events, ideas for improvements and advances to the membership experience, would not be possible without the event chairs and volunteers who contribute so much of their free time to making these events happen.

There is much more to list and so many people to thank but I only have so much space.

As a volunteer organization, it's clear that participation in the events and thanks from the membership is all the reward these volunteers really ask for. Please make sure you continue to support the events and thank anyone and everyone who improves your membership experience.

I hope that expressing my gratitude in this column is seen as a bonus by all volunteers and that everyone will continue to contribute, evolve and improve our club with continued selfless motivation.

Thank you all for helping make this club one of the best in the world.

Although this is my last time for saying this, I wish everyone keep well and stay safe in perpetuity. 🌀



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 Sunday Zone 1 - Clash at The Glen
3 Sunday UCR Concours at Appleby College, Oakville
9-10 Sat-Sun Tues UCR Driver Education at Mosport
12 Tues No UCR Social Meeting (postponed until the following Tuesday)
15-16 Fri-Sun Sat Zone 1 - 48 Hours Fun Run to Polo For Heart (see Fun Run Calendar on page 53)
17 Sunday Yorkville Exotic Car Show on Bloor Street West, Toronto
17 Sunday Fun Run to Ancaster and Surrounds
19 Tues UCR Social Meeting at Downtown Porsche, Toronto
23 Sat Summer Rally (see Fun Run Calendar on page 53)
24 Sun UCR Autocross, Toronto Star Facility, Woodbridge

JULY

6-8 Fri-Sun PCA Club Race at Mosport, hosted by UCR
7 Saturday Bear Manor Fun Run and Exotic Car Show in Grimsby
8-14 Sun-Sat Tues 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 Sun UCR Driver Education at Calabogie
26 Sun Collingwood Fun Run (see Fun Run Calendar on page 53)

SEPTEMBER

8-9 Sat-Sun Tues Targa Muskoka (see article within)
11 Tues UCR Social Meeting (visit pcaucr.org for details)
15 Sat Fun Run in GTA East with Farm BBQ
16 Sun UCR Autocross, Toronto Star Facility, Woodbridge
22 Sat Porsche of London Fun Run, North Shore Lake Erie
22-23 Sat-Sun Sat UCR Driver Education at Mosport
29 Sat Muskoka Fall Fun Run (see Fun Run Calendar on page 53)

OCTOBER

6 Sat Fall Rally (see Fun Run Calendar on page 53)
9 Tues UCR Social Meeting (visit pcaucr.org for details)
13-14 Sat-Sun Sat UCR Driver Education at Mosport
20 Sat UCR Off-Road Fun Run (see page 53 for details)
21 Sun UCR Autocross, Toronto Star Facility, Woodbridge

NOVEMBER

8-11 Thurs-Sun PCA Escape – Eureka Springs, Arkansas
13 Tues UCR Social Meeting and Annual Elections at Mimico Cruising Club (see pages 6 and 11 for more information)
24 Sat Annual UCR Awards Banquet (see page 11 for more 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, November 13, 2012

UCR Social and Election Night
Mimico Cruising Club, 200 Humber Bay Park Road West,
Toronto, M8V 3X7, 416-252-7737 www.mimicocruisingclub.com
Speaker: Constable Hugh G. Smith

Constable Hugh G. Smith, with the Toronto Police Force in Traffic Services, Safety Programs, Cycling, and Active Transportation, returns to our monthly social to enlighten us with the newest updates to traffic laws. His energetic personality and lively speeches always seem to entice us. He is one of our most entertaining speakers and we welcome his return.

Tuesday, December 11, 2012

Pfaff McLaren, 33 Auto Park Circle Woodbridge, ON L4L
8R1, 877-905-3509, www.pfafftuning.com
Speaker: Kyle Marcelli

Canada's Kyle Marcelli has established himself as one of North America's rising stars in professional auto racing across the globe. After a successful karting and single-seater career, Kyle made his rookie debut into the Big Show in 2010, driving for Intersport Racing. The 2011 season saw Marcelli compete full-time for Jon Field, owner of Intersport Racing, in the American Le Mans Series and part-time for JMB Racing in the European Le Mans Series. It was a winning season for Kyle, as he earned three victories, eight podiums, three pole positions and two qualifying lap records. Marcelli was also awarded with the Michelin "Driver Of The Year" award.

Past Events: October Social at The Musket

Our Oktoberfest Social, co-hosted with the BMW Trillium Club, proved to be yet another successful event. Many familiar faces, along with a few new ones, came out to enjoy the fine German fare provided by the Enser family, owners of The Musket Restaurant. Michael A. Coates, our speaker for the evening, gave a wonderful account of his experiences behind the lens at many track events. Unfortunately, his slideshow was not compatible for viewing on the available hardware, but you can find all the images at his website: <http://www.spancimages.com/porscheclubpresentation>. On behalf of the club, I would like to thank Michael for his many years of service capturing some of our most interesting moments on and off the track. If you are interested in any of his images, they are available for purchase directly from his website.

A new feature of our October Socials, likely to become customary in years to come, was the opportunity for those members running for the Board of Directors in the upcoming elections to address the membership at large. This was a great addition to our evening, as we heard from all nominees in attendance what their plans and ideas for the coming year would be, and frankly just to get to know them a bit better. Thank you to all the nominees and for those in the audience who kindly offered your attention. Don't forget to vote for your preferred candidates starting October 15th.

Continued with photos on page 40>

NEW MEMBERS

WELCOME!

Name	Location	Model	Thanks To
Lara Arabian	Unionville	13-Cayenne	Downtown Porsche
Rayan Bamdad	Toronto	11-Cayenne S	Downtown Porsche
Goldie Bassi-Strulovitch & Ian Strulovitch	Toronto	08-Cayman	Downtown Porsche
Roman Bodnarchuck	Toronto	13-Cayenne D	Downtown Porsche
Laurel Brooks	Toronto	13-Boxster	Downtown Porsche
John Casola	Oakville	13-Cayenne	Downtown Porsche
David Daniel	North York	13-Cayenne D	Downtown Porsche
Sue Demmer	Oakville	12-Cayman R	Downtown Porsche
Robert Dinklo	Toronto	13-Panamera 4S	Downtown Porsche
Ron Ferrera	Sarnia	85-911	
David & Elizabeth Fisk	Guelph	04-911 C2	
Mike Gibson	Orono	03-911 T	Downtown Porsche
Michael & Christin Greb	Toronto	90-911	
Samir & Praveen Gupta	Markham	13-Boxster	Downtown Porsche
Eddy & Katia Haddad	Toronto	97-911	
John Halkias	Beamsville	06-911C2S	
Martin & Sheila Hederich	New Howell	85-944 / 71-914	Rolf Schmid
David Holtz	Kingston	07-911 S	
Rudy Janoscik	Mississauga	13-911	Horst Petermann
Zoey Johnson Chen	Toronto	13-Boxster S	Downtown Porsche
Stephen Katz	Markham	13-Cayenne S	Downtown Porsche
Glen & Chelsea Keenan	Oakville	07-Boxster	Mantis Racing
Michael Lawrence	Sunderland	01-Boxster S	
Nick Lazic & John Stubbs	Toronto	04-911 C4S	
Donovan Lee & Lily Sit	Bowmanville	04-911 T	
David Leonard	Oakville	06-911 CS	
Man-Tim Lo	Thornhill	13-Cayenne S	Downtown Porsche
Alan & Dawn Lomax	Brights Grove	94-911 C4	
Ngoc Anh Luong	Mississauga	13-Cayenne	Downtown Porsche

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

Continued on page 41

ANNIVERSARIES CONGRATS!

25 YEARS

Hans Gramlich
Marlene Loth

15 YEARS

Richard Hoecht
Beverley Bartling

5 YEARS

Brian Gaunt
Tauqeer Hassan
Bruce Ivanshyn & Douglas Forster
Steve Kelly
Henry & Rosemary Kordowski
Ronan McGrath
Heather Shear
Napoleon Torres

20 YEARS

David Tanaka
Vytas & Debbie Zulys

10 YEARS

Erica Bruce
Peter Quattro
Bob Rose
Richard & Cynthia Wodabek



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EDITOR'S RAMBLINGS



Kye Wankum
Editor

Welcome to November and to the Fun Run issue of Provinz! During August and September we had no fewer than five fun runs, including the fabulous Targa Muskoka. See the articles within and plan to participate in, or better yet, host a fun run yourself next year. Thanks go to all of our hosts and, of course, the tireless efforts of UCR Director and fun run chair, David Forbes and his wife, Anne.

A new concept this fall was the first-ever UCR Off-Road fun run, which gave our Cayenne owners the opportunity to put their Porsche SUVs through their paces.

So many Fun Runs needed to be reported on this month, that we decided to postpone the article on the PCA Club Race hosted by UCR at Mosport back in July until the December issue. That event does deserve more than a couple of pages of photos, to show off the beautiful cars our club racers get to take out on the track in competition.

Also, coming in the December issue, is the report on an all-Porsche swap meet and show-and-shine event, organized by our advertiser, Whale Tale at the end of September. This was undertaken independently of our club but using our media to publicize it. Similarly independently, there is now a new Meet & Greet being organized by our members on the 4th Sunday of every month in the Aurora area under the moniker, Porsche Group 905. Again, these members made use of our club's media to get fellow enthusiasts involved; see the UCR website Forum postings for more details. The UCR board does encourage the organizing of these kind of impromptu grass-roots type of events by our members and their use of the UCR media to publicize them.

Our three new features seem to have hit the mark, with our advertisers eagerly making use of the Advertiser of the Month feature, while we have also had a new member, Nick Holshausen, send in his photos for the Provinz Feature Photo. Our Advertiser of the Month, this month, is long-time UCR supporter Mantis Racing. The third new feature, Members' Rides, this month features the makeover of a Porsche 964 by Pfaff Tuning; photos again were taken by UCR Photo Editor, Eshel Zweig.

As I have been saying as your editor for over seven years now: this is your newsletter, make it what you want it to be. Send in your photos with a short anecdote, or show off your prized Porsche in the Members' Rides forum. Photographs and writing do not need to be of professional quality; this is a car club newsletter after all...

In plenty of time before the Holiday Season, fellow member Ronan McGrath is inviting us to take a look at his Porsche bookshelf. Porsche enthusiasts always cherish another great Porsche book to add to their collection...

Other events to look out for this month are the Annual UCR Awards Banquet and Gala and, last but not least, the annual UCR Elections. Here is your opportunity to help shape the future of your club! 🏁

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THE WAY WE WERE...

25 Years Ago

Central New York/Niagara regions were celebrating anniversaries with a four day weekend event. Bruce Farrow wrote that we had just completed our 10th DE season at Shannonville. Our gala awards banquet featured Scott Goodyear. Jack Christie wrote a feature about the upcoming Rothmans Porsche Turbo Cup series. Mosport was reported to be considering an expansion plan priced at \$100M.

20 Years ago

President Phil White headed south for a meeting with Hurricane Andrew while editor David Gaunt reminisced about racers he once knew. Dennis Rak was to do a mini-tech covering Porsche ignition systems. Our DE program included guests such as Jeff Pabst and Ludwig Heimrath. Crawford Reid reported that 190 members participated in DE. Bruce Farrow's Classic Porsches provided insight into the factory Cardex system. Bill Zahorchak's personal story talked about the help he got from members when mechanical problems surfaced at Mosport. Ben Ciantar's article was all about Porsche storage. The Fall Colours Tour had 73 cars entered. Wayne Gilbank met some race drivers and ferried Hurley Haywood to YYZ.

15 Years Ago

Ninety members had taken part in the Muskoka fall colours tour. Mike Harper talked about the Centennial College course organized by Tom Brown and Ben Ciantar. The new board had been elected with John Adam as president. We were promoting the Steamboat Springs Parade and also the Rolex 24 at Daytona. We reviewed Botho von Bose's wine tasting event. The lowest cost wine won top spot. Gillian Hargreaves reviewed the wet and windy golf outing at Cardinal Golf Club. The Christmas gift exchange was all the rage at the upcoming December Social. Ben Ciantar talked technically about products such as Loctite and anti-seize compounds. You wouldn't think that you could get two pages of small print on that subject! Leigh Kelk was promoting his charity auction. Pfaff Autoworks was a new advertiser. Porsche was advertising new lower prices on common parts.

Contributed by John Adam, UCR Historian 🏁

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DRIVER ED



UCR Driver Ed Dates for 2012

Introductory Driving School

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

Driver Education Program

Saturday & Sunday, May 12th & 13th
Mosport Grand Prix Track
Our Spring Fling with Munchie Buffet
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
Munchie Motorsports Park
Fabulous Road Course
The heart of Ski Country.
Announced!
Website at www.pcaucr.org

**The
2012 UCR
Driver Ed Season
has come to a close.**

Please check this page and the UCR
website for the 2013 UCR DE dates, to
be released in the near future!



Saturday & Sunday, September 22nd & 23rd
Mosport Grand Prix Track
Popular weekends. It's the
with Munchie Buffet Social
Lucky Draw included!

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

For questions regarding UCR
DE registration, please contact
registrar@pcaucr.org

LETTERS TO THE EDITORS

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

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

Please submit your contributions to
kye.wankum@rogers.com



Zone 1 Dates & Notes

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

Visit www.zone1.pca.org

YOUR VOTE COUNTS! November is UCR Election Month

On November 13th, UCR will hold its Annual Election Night at the monthly Social Meeting at the Mimico Cruising Club in Toronto.

Members will have the opportunity to cast their votes in advance, through internet voting on the UCR website, by mail, or on that evening, by attending the UCR Social and filling out a ballot there.

**Online votes must be received no later than midnight on
Sunday, November 11, 2012.**

Associate Members are eligible to vote!

This year, there are more candidates running than there are positions available. Here is your opportunity to play a part in shaping the future of your Club.

Please see all of the details in the insert mailed with the October issue of Provinz or on the UCR website.

Annual UCR Gala & Awards Banquet

SATURDAY, NOVEMBER 24TH, 2012

UCR'S ANNUAL GALA AND AWARDS CEREMONY
WILL BE HELD ON SATURDAY, NOVEMBER
24TH, 2012 AT THE HUMBER SCHOOL OF
HOSPITALITY IN TORONTO BETWEEN
6:30 AND 11:00 P.M.

A RECEPTION AND GUIDED TOUR OF THE WINE
LAB AND KITCHEN COMMENCES AT 6:30 P.M.
DINNER AND AWARD PRESENTATIONS BEGIN AT 7:15.

IN THE SPIRIT OF GIVING, WE WILL BE
COLLECTING TOYS FOR THE SALVATION ARMY'S
TOY MOUNTAIN CAMPAIGN.

FOR ALL OF THE DETAILS ON THIS EVENT, PLEASE
SEE THE FLYER INSERTED IN THIS MAILING OF
PROVINZ.

Save the Date! The Annual UCR Ski Day - March 1, 2013

The 2013 UCR Ski Day has been booked for Friday, March 1, at Osler Bluff Ski Club at Blue Mountain.

This event is open to all UCR Members, their families and friends. Your host will be Don Lewtas, UCR Ski Day Chair. Please contact Don at donald@donlewtas.net to register or obtain further information. Updates on the event will also be found in Provinz and on the UCR website.

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UCR Tech Session

by Pedro P. Bonilla, GCR PCA

Freeze Your Road Grime

In this era of eco-friendliness, where everyone wants to be green and help preserve and protect the planet, sometimes it seems that we can't.

I mean, how can you remove years and years of road grime on a Porsche's engine, tranny, and undercarriage without using harsh chemicals such as degreasers, solvents, abrasives, acids, and so on?

Well, I just ran into the coolest and most eco-friendly way of doing this. I went to visit a friend, who is the owner a local Porsche shop, and when I got there I saw something that made my heart skip a beat or two.

They had a Carrera GT (yes, the \$400,000 supercar from Porsche) on a lift and I could have sworn that they were sandblasting the \$20,000 CCCB (Carbon Ceramic Composite Brakes) rotors and calipers. I thought my friend had lost it!

I quickly ran over to stop the madness, but as I got closer, I saw that what was coming out of the nozzle wasn't sand, but what looked like water vapor. "Cool", I said to the owner, "Using steam to clean the car?" "Nope", he said, "that's not steam, it's CO2 (carbon dioxide)."



CGT-PCCB

I was immediately intrigued and started asking questions: "So, what is it and how does it work?", "How do you generate CO2 under pressure?", "Will it peel off the calipers' paint?", "What other chemicals do you add to the CO2 in order to clean?", and a bunch of other ones.

He stopped what he was doing and started to explain: "This is called Cryo Detailing and we're the first ones in the South East to apply the technology to automotive use. It has a very powerful, specially designed air compressor to blast away oil, grease, and stuck-on grime using only CO2."



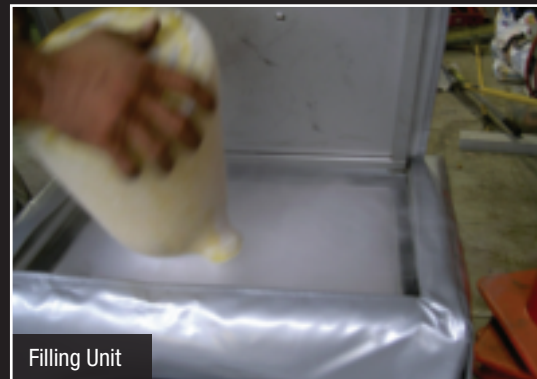
Cryo Compressor

"It is safe on paint, soft rubber, decals, etc." and he then showed me how safe it was by blasting the beautiful, Carrera Silver, left fender on the Carrera GT with his nozzle. I carefully inspected it, and it was perfect!

"We do not add anything else. It's just pressurized air and CO2." "Come with me, let me show you what's inside the machine". I followed him and we went to a giant blue plastic bin which as he opened it I could see that it was full of what looked like steaming rice. It was obviously rice-like CO2 pellets.



Blue Bin



Filling Unit

As they were reloading the unit again with the pellets, I took a handful (which almost burnt my hand from the intense cold) to photograph them, next to a penny to give you an idea of their size.



Pellets

"The machine is fairly simple," he said. "It's a big air compressor which generates very dry, pressurized air, then uses the pressure and a venturi to add the CO2 pellets to the stream of compressed air through a hose. Before it reaches the end, we install the correct size-for-the-task mesh and nozzle for the particular job we're doing".

"So, depending on the air pressure, on the dry-ice particle size and on the nozzle's diameter and length we can do such delicate work as clean the white thread's stitching on a leather seat or we can strip off paint."

"Why dry ice?" I asked.

He answered: "The cold temperature, which can be brought down to 111F below zero basically deep-freezes the grime, which is then blasted away by the air pressure and the small dry ice pellets. That's why there's no residue other than the dirt we've just removed."

"So did you guys invent this or what?"

"No", he said, "this technology is actually used by Porsche and its dealers in Germany, as a standard service. We're just the first in the area to offer this service."

When I got back to my office I went online to check and I found this on Porsche's European Website:



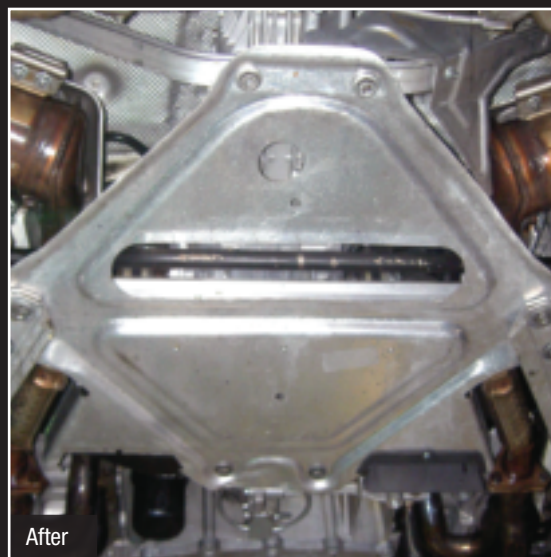
Porsche Service

But, the skeptic that I am I said: "Well, this is nice and dandy on a concours-ready Carrera GT, but does it really work on old, baked-in crud as that on my 14 year-old, 214,000 mile Boxster? ;) ;)

He said, "bring it in tomorrow and I'll show you." >



Before



After



Before



After

The next day I was there bright and early with my old girl. First I took a couple of “before” pictures to have something to compare. Now, you be the judge:

But maybe what impressed me the most was how delicately the Cryo Detail takes off the grime but leaves the part completely undisturbed.

Take a look at this aluminum suspension part which was scribed at the factory. You can see how well it cleaned, yet you



Scribe

can still see that the original aluminum surface was not altered (sandblasted) in any way.

This is really interesting technology, in particular for engine builders, car restorers and concours d’elegance enthusiasts or just anyone who wants their Porsche as clean as possible, even in places that no one ever sees. And the best part—it’s eco-friendly!

If Cryo Detail is not in your area, wait for it, or better yet ask for it. To learn more about Cryo Detail and more, please visit my website at: www.PedrosGarage.com.

Happy Porsche-ing,
Pedro 🌀

Do you have an idea for an article, or would you like to contribute one? If so, e-mail George O’Neill, your PCA UCR Tech Editor at George@ONeillRealEstate.ca and remember to include any comments about this article.

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Photo by Mike Ellig



Photo by Hazel de Burgh



Photo by Hazel de Burgh

We have been with the PCA since April 2012. In May, I volunteered some time and helped Paul Ip, the Event Chair, set-up for the Open House at Markham Fairgrounds. Thoughts of doing a summer Fun Run though, kept looming in my head.

We registered in July for the Collingwood Fun Run and luckily we were number 13 of the allotted 16 cars permitted for the event. Hazel de Burgh, co-host of the event, was your typical perfectionist. Through multiple communications, she made sure every last detail was taken care of to ensure everyone was prepared and ready for a fantastic event. My wife, Lucy, who has never been interested in anything to do with cars, and wasn't interested in attending, reluctantly agreed to join me with very low expectations.

On August 26, a spectacular Sunday morning, Lucy and I, not knowing any club members, headed for the Tim Hortons meeting place for our first Fun Run. Unsure what to expect, we encountered a parking lot with 16 Porsches and 16 great couples eager to get their cars on the road.

Before beginning though, we were given full instructions as well as a booklet containing a route map and eight pages of immaculately placed full-colour pictures (our clues) and questions relating to the route. At this point, Lucy quickly realized that this was like a scavenger hunt and her full participation was crucial if she wanted to place top three and win a prize at the end of the day. Her competitive spirit immediately came to life.

Final instructions were given, and Hazel emphasized that co-host Don Lewtas and his partner would be leading the group while Hazel and Martin Tekela would be the last car.

We pulled out and regrouped along Creditview Road. From here we started our adventure. Seeing sixteen Porsches all lined up one behind the other was an exhilarating feeling and I was thrilled to finally be able to participate in such an event. Lucy immediately started looking for the landmarks and after fifteen to twenty minutes of driving, she actually said "wow I think this is going to be a lot of fun!" I was enjoying the driving and she was enjoying the fact that she had something to do during the Fun Run.

We did not pull out with the lead group so we were one or two cars in front of Hazel and Martin. Following the rest of the pack at a leisurely pace, it was easy to enjoy the beautiful scenery along the route. And then, two cars in front of us, someone had gone the wrong way - we were all lost. Slowly, three or four cars turned around. >

August 26th, 2012

COLLINGWOOD FUN RUN

By Mark Solomon, UCR Member



Photo by Hazel de Burgh



Photo by Jeremy Gunness

The sweep car, with Hazel and Martin, was stopped about 300m back, pointing in the right direction. We easily found our way back on the correct route.

After a few wrong turns I decided to lead this small group - my navigator had to do more work! I'm sure at this point I heard a comment that sounded like, "This is more work than I thought". With great navigational skills, Lucy was quickly on task and we were following the right route. Within a few minutes we had caught up to the front-running group.

Relaxed and in control, attention turned again to the clues but it was hard to not take in the beautiful scenery. Eventually, we arrived at the first rest stop, the Hockley General Store. Twenty minutes later we were on our way again and headed to our lunch stop, the Terra Nova Public House, a beautiful little 19th century home transformed into a restaurant with wonderful food and a great patio. Hazel had called ahead with the order for the group so lunchtime was spent relaxing and getting to know the other members on the Fun Run. Our table companions for lunch were John and Rosemary Adam.

With lunch finished we regrouped and it was off to our last leg of the run. I decided that I would join the lead group. With approximately one hour of driving time left the confidence of

this lead group was evident. Spirited driving during the last leg would eventually get us to our final destination.

The experience from the previous two legs allowed us to adjust our driving strategy so that we could optimize our information gathering skills and we were excited to find ourselves actually finding the clues on the road. Eventually we reached our ultimate destination and the winding, unpaved, downhill driveway which lead us to the front of Don and Barbara's log cabin with a view extending to the horizon.

Dessert and drinks were well received by all participants and then tabulation of the scores began. When scores were finally announced, Lucy and I had the highest score and we had, surprisingly, won! What a great way to end an absolutely fantastic day in the company of people with similar interests - including the love of those iconic cars.

First time UCR PCA members should get involved in club events and be as pleasantly surprised as we were.

Thank you Hazel and Don for a wonderful summer Fun Run. A big thank-you is in order for all of the volunteers and especially the event chairs who go above and beyond to make each and every event as enjoyable as possible. 🌀



Photo by Hazel de Burgh



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Photo by Hazel de Burgh



Photo by Michael A. Coates

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Photo by Halah and Hiba Butt

Photo by Michael A. Coates

Photo by Halah and Hiba Butt

TARGA MUSKOKA

AN EVENT TO BE
REMEMBERED

September 8th-9th, 2012 >

By Walter Murray, Event Coordinator



Photo by Hazel de Burgh

So, after months of organizing and learning to write articles for Provinz about Targa—thank you Kye and Emily for correcting my Scottish Brogue—the date was upon us. We were oversold at 42 cars but Sajjad Butt and I believed we had come up with great routes and a fun venue for participants to enjoy. As Muskoka is home for me and I arrange a Charity Motorcycle Ride for Diabetes each year, I knew all the roads in my sleep.

So Friday Sept 7th rolled around and there was one final thing to do. Mark out parking spots in numerical order for 42 cars at the Bala Bay Inn. Mike Edmonds who does such a great job on our Club Race had been kind enough to give us laminated numbers to mark out the spots. After a bit of work, there was the parking grid neatly laid out. Then the rains came and very high winds appeared and Mike's numbers started to fly all over Muskoka. Sorry Mike we are now missing a few. So we retreated to the covered Hotel entrance to greet our guests.

Standing on the steps a local lady engaged us in conversation: "He is here, our séance will be great." "Who is here," I asked? "Mr. Sutton of course, you know he died here--mur-

dered they say, and his ghost still walks the hallways." "No way!" I retorted. "Yes, look I will show you." She turned on her camera. "Look," she said. "See that white spot in the top left, that's him, and as the night goes on, it will get larger." To my rescue, another Targa participant arrived and I ran out into the rain. Man that was spooky. I wonder who got Mr. Sutton's haunted room on Saturday night.

Soon the parking lot was covered in a sea of Porsches and water, but everyone took it in stride. It was time for the bus to arrive for people to take the 30-minute trip from Bala to Bracebridge to David and Anne Forbes's social. As the big, yellow school bus pulled in someone remarked, "A school bus?" "Yes," I replied, "All the budget could afford."

"Awesome!" remarked someone else. "I have never been on a school bus."

David and Anne, who oversee the Club's Fun Runs and specifically arrange our Muskoka fun runs, did an awesome job. We were 80 strong and the wine flowed. Not to worry as they were all going back on the school bus.



Photo by Michael A. Coates

Saturday morning arrived and coffee was in great demand for some. Our Rally Master held the Drivers' meeting and people were getting excited to go. The 10 am start was upon us and Sajjad passed out the route guide. You are given distances where you need to turn. To make sure one's odometer was calibrated to our route planning car, there is a marker at 10km so Navigators could start to allow for the natural odometer variances. There is also an average speed designed to respect speed limits. So the objective is to arrive at a designated checkpoint within a prescribed time. Arrive early, you lose two points. Arrive late, you lose one point.

Participants needed to calculate the third variable, time, as they had speed and distances. You could hear minds whirling and calculators humming as Navigators scratched their heads. "What did they say the formula was?" The first turn was: At 00kms turn left. Easy, as this was on the way out of the Bala Bay Inn. The second instruction was: At 00kms turn right. The answer to this dilemma was take an immediate right after you leave. Odometers only record in 0.1 of a km and the right turn was 100 meters down the road. What perverted mind came up with that. We take the fifth.

The route was over some of the most up and down, twisty, beautiful roads in Canada. Sajjad had commented, "These are great rally roads". Lunch was at the Cottage Waterfront Bar and Grill in Huntsville, and the owner Bruce Kells and his team did a great job in serving a lovely lunch and quickly. Time to get back on the road and we re-emphasized that my telephone number was on the instructions. No one had called in the morning but in no time, it started ringing and did not stop all day. As I know the roads so well, I could quickly determine where the car was.

My first challenge and I will leave out the names of the callers, was "I see the Deerhurst Inn but seem to be lost." A quick correction and off they went. Five minutes later they were back still navigating around Deerhurst. Further instruction and of they went again. A few minutes later, they are back. When asked where they were you, they replied: "North Portage Road." "Not to worry," I said. "You're going the wrong way, but it will take you back to the Rally Route." Then all of a sudden a big whoop: "I see other Porsches." Off they merrily went.

Ten minutes later another crackly call. "We are lost, going up Hwy 141." "Good," I said, "If you keep going you will be in North Bay. Turn around and retrace your steps to Hwy 11 south." Another satisfied customer. And then, a dreaded call, "We have hit a pothole and blown a tire." It was Doug and Jean Stark and I will let Doug tell you his story. ➤



Photo by Halah and Hiba Butt

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TARGA TEAMWORK

REMOTE ROADSIDE RESCUE SAVES MUSKOKA WEEKEND

By Doug Stark; photos by Jean Stark



Somewhere in Central Muskoka: “I have to pee.”
My spouse, Jean, must be affected by the rain.

“Lots of trees to choose from, Dear,” I reply. Not a good time for that type of response, I was informed.

It all started out ok, if you don’t mind rain and moderately slippery roads. Not only is the route devilishly laid out, but my odometer is out 0.4km every 10km, so we have to adjust our distances to the next turns on the fly. We had made a wrong turn. (I am reminded that I failed to listen to the navigator...) and had to double back and we’re now catching up trying to make up lost time.

I almost missed it. A one-foot diameter hole in the road that had I just simply driven over might not have been a problem – but I just had to try to miss it... BANG! ‘What was that’, asked Jean? “Tire...” I replied, as I slowed and pulled off the road into a driveway.

Plan A.

Oh wait...The spare tire is sitting in my garage. I removed it for a track day. Ok then... (scratching head)

Plan B.

Pull out phone. Dead battery. No problem—I’ll use my phone charger. Nope, battery fried—won’t charge. Great... (sigh) Thankfully Jean’s phone works and we get a good signal. Calling CAA, we’re told a one hour wait. FINE. (Annoyed.) Pouring rain now. We hear fellow Targa runners going past behind us. We’re not concerned so we don’t get out and flag them down. One hour and forty minutes later, after calling CAA back—another one hour delay... Now we’re steamed—and not just the inside of the windshield. Half an hour later a text from CAA informs us the driver was diverted to St. Catharines from Bracebridge. What the...?!

HERE’S WALTER MURRAY’S VERSION:

During Targa Muskoka, Doug Stark hits a pothole and flattens a rear tire.

Walter Murray comes to the rescue by loaning two wheels to Stark, putting Stark back in Targa rally action

On Monday afternoon, Murray delivers Stark’s two rear wheels to John Adam in Mississauga. At 4:30pm, Adam takes the bad wheel to Megawheelz for inspection and repair. Rim ok, but tire is scrap.

Stark is called and authorizes a new tire for installation upon arrival Tuesday morning.

At 5:30pm, Adam delivers the second (good) wheel to Megawheelz (second run to the shop within an hour).

Tuesday morning, about 10am, Stark arrives to have the loaner wheels removed and his own wheels, with new tire installed.

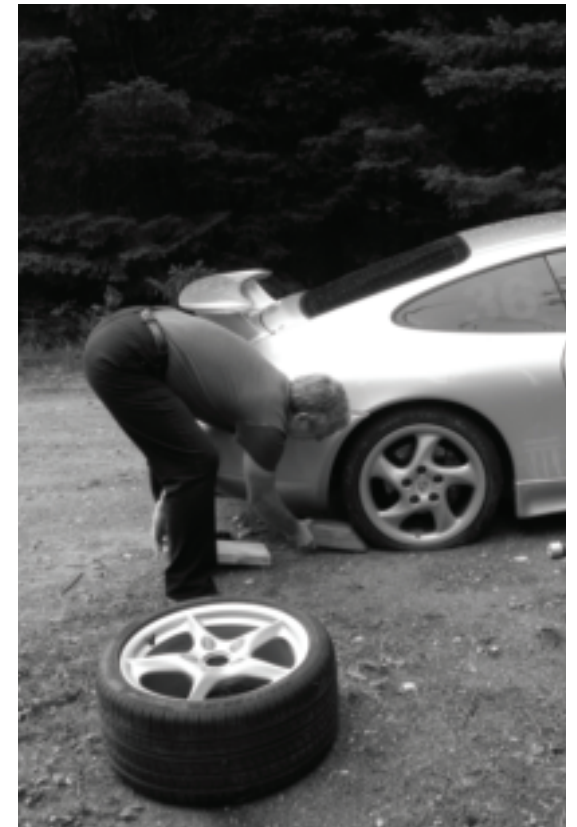
Tuesday noon, Adam picks up Murray’s loaners at Megawheelz for future transfer to Bracebridge.

At 4:00pm Murray shows up to pick up his wheels and have a cup of tea.

It’s all in a day’s (or two) work.

Plan C.

My spouse calls Walter Murray and tells him about our situation and the fact that CAA seems to have just one truck and driver in the area and that one is off to the south. Plan C should have been our FIRST call, as Walter drives his truck and trailer to our location (somewhere near the Shire?) and brings along a set of rear tires on rims that fit a Carrera, along with his race jack! It took us just 10 minutes to change the rears and just as I lowered the car...who shows up? An independent tow truck who was finally contacted by CAA three hours after our first call! Fail.



Off we went back to the hotel, very late (four hours) slightly damp, but thanks to the wonderful support of Walter we were back in time for dinner and able to continue the event the next day as well as drive home to Mississauga. Of course, being many hours late we missed the meeting for the next day’s run info and lo and behold I show up in a yellow Porsche tee-shirt the next morning... just like the Targa leaders. Whoops, who knew? Felt like Rosie Ruiz. (Google her.)

In a mighty show of teamwork and coordination, Walter brings my tires down from Bracebridge the very next day to John Adam who then drops them off at Tirecraft in Mississauga. Tuesday morning, phone rings: “Hi, I’m Chris from Tirecraft, I have your rim and tire here.” Wow! I ordered a new tire (rim was fine, tire was toast) on the phone, and the next day I had my tires back on my car; Walter’s loaners were picked up by John and they were already on their way back up with Walter that night to Bracebridge! Thanks to Walter Murray and John Adam, a happy ending.

Is that club support or what?! Porsche people really ARE like family. 🌀 ➤



Photo by Michael A. Coates

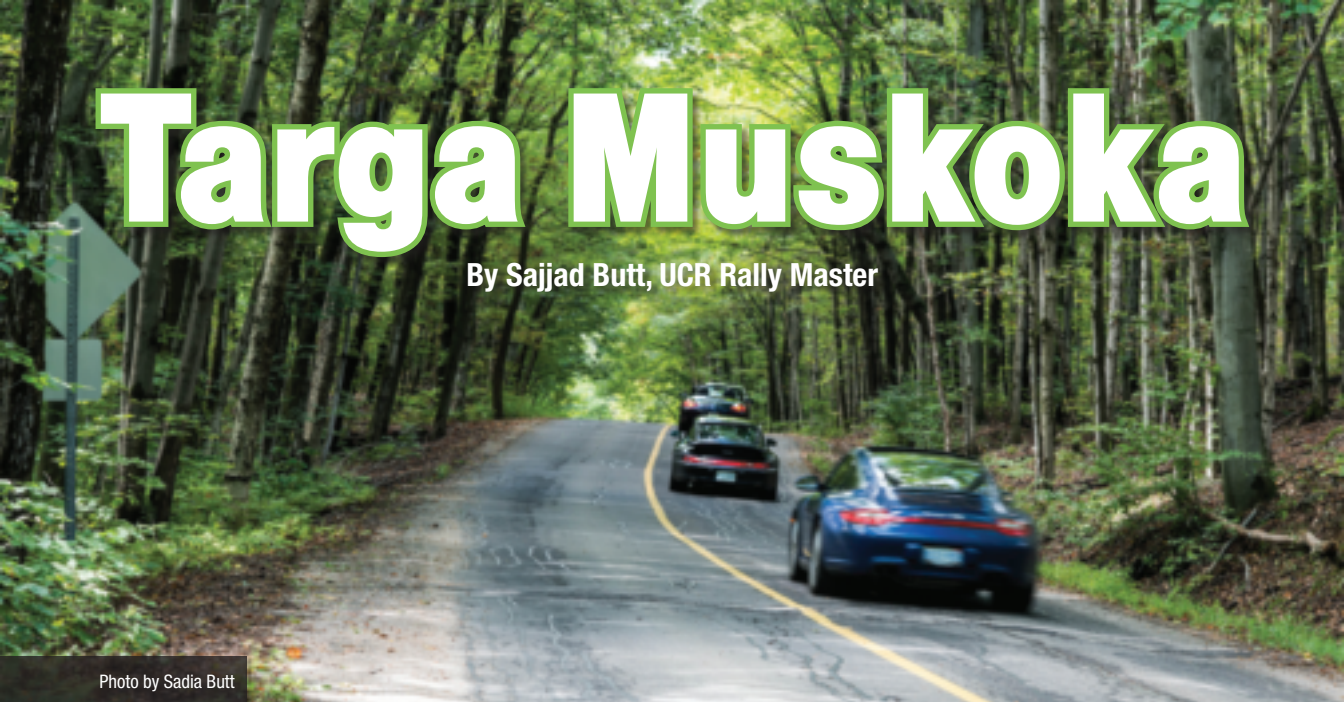


Photo by Sadia Butt

Targa Muskoka

By Sajjad Butt, UCR Rally Master

What Doug's story underscores is, "It is not about the cars, it is about the people. And it is rewarding to help others."

As everyone rolled in at the end of the day, big smiles and everyone recounting their day's adventures. Time for our wine flight dinner sponsored by Henry of Pelham. Paul Speck, co-owner of the winery and a Club member had generously sponsored with some of his Reserve wines. They were awesome. Thank you Paul. The Bala Bay Inn put on a great meal, with Kim Ward, the owner, merrily serving guests. Time to retire, an exciting and fun day and more to come tomorrow. One last thing to do is to make sure our guests staying with us were all tucked in. There was John and Rosemary Adam and the Butt clan. By this time the Butt family had grown to 11 but space was found for all.

Sunday morning was beautiful and sunny in contrast to rain on Saturday. Despite the Saturday weather, everyone had driven very well with no incidents of any consequence. We described the Sunday run as firstly a relaxed very scenic run, back on to the twisty up and down roads a pleasant drive through Bracebridge and back on to a beautiful rollercoaster

road to finish. Participants were really engaged and no longer were they saying "I will finish last". They were having fun, and wanted to improve their scoring position.

The morning session ran without incident and as the cars arrived at the Muskoka Boat and Heritage Centre at the beautiful Wharf in Gravenhurst, there were lots of smiles, regardless of where people felt they finished. So what did people think?

Our survey after the event indicated that while we can work on timing mechanisms and instruction, 91 percent indicated they would recommend to others and 93 percent would like another rally. As one of the principal objective of your Club is to "facilitate goodwill and fel-

lowship among its members and engaging in events agreeable to the membership," Targa Muskoka truly was an event to be remembered.

Thank you to all who participated and all of the individuals, particularly the Butt family, who spent countless hours putting Targa Muskoka together, and my good friend John Adam who handled registration and the wine selection. 🍷



Photo by Hazel de Burgh

Muskoka is a an alluring place with its rolling hills, beautiful lakes, green meadows, dense forests and dizzying winding roads...perfect for a car rally...in the summer. Planning the route was an adventure and my work was made easy, as Walter Murray, event planner, knew quite a few roads in the area. Consequently, no time was wasted designing the rally route. Thanks to both Sheila and Walter for hosting us and making us feel at home on their lovely property. Dave and Anne Forbes's hospitality on Friday evening was also appreciated by rally participants, who were also able to share their passion for art.

On Saturday morning, at 8:30 am, I met all the rally participants at the drivers' briefing. The forecast called for a rainy day but the shiny Porsches lined up with their enthusiastic owners made for a pleasant sight. After the briefing, the cars lined up and car #1, driven by Rosemary and John Adam, was off at 9:44 am. The send-off was reminiscent of a parade as each car drove off, engines roaring, one after another until car 43, with Hazel De Burgh and Martin Tekela.

After 90km through splendid cottage country, lunch was held

at a wonderful restaurant by the river, in Huntsville. At this stage two cars were tied for first place, car 42 driven by Laurie and Ernst Johle and 43, with Martin Tekela and Hazel De Burgh. Ten cars were close behind with only 3-6 points lost. This was headed to be a tight competition. Anyone could come out a winner.



Photo by Sadia Butt

After lunch the rain made its debut. By the time it hit its maximum force, cars were rolling in at control four, where they were greeted by Sabir, a completely drenched but smiling control marshal. All the cars were doing well with the exception of car 26, driven by Peter and Beth Oakes. After this control, a slew of events caused several cars to lose points. One car reversed into a ditch and lost 140 points, another (Sheila Harwood and Lucille Beaumont) had difficulty

finding the control four (Sheila had a good laugh when she found out it was in front of her home). At the end of the day only 10 points separated the first 13 cars. The Johles in car 42 led the pack with four points, with cars 40 (Brian and Wendy Vandusen) and 43 (Martin and Hazel) tied at six points each.

Sunday's skies were a wonderful contrast to the day before. The day was brighter and car 43 led the way with their yellow ➤



All photos this page by Hazel de Burgh



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Targa Muskoka

RALLY FINAL STANDINGS

t-shirts, taking off at 9:45 am. The competition intensified, as participants knew that the race was tight and every minute mattered. Novices were intent on improving their scores, as they got used to rally route techniques. These efforts paid off well as very few points were lost.

The rally finished at Gravenhurst. Lunch was served and many prizes given out to participants. Laurie and Ernst in car 42 finished first, maintaining four points, losing none on the second day, while Hazel and Martin in car 43 came in second, also finishing with no points lost on day two. Car 5, driven by Anibal and Cindy Claudino, placed third, losing only 10 points. Prizes were awarded to cars 42; 20 (Dean and Jackie Lines); 4 (Brent and Carolyn Buchwald); 40 (Brian and Wendy Vandusen); 21 (Michael and Lisa MacDonald); 31 (Tim Sanderson and Delani Davis); 28 (Arthur and Charlene Quinlan); 23 (Shaun and Rosemary McKaigue); 13 (Mario and Debbie Goyette); 33 (Stan and Isabel Schnapp); 39 (Clive and Eunice Van Wert); and 18 (Cris and Urszula Holden).

Lots of thanks to the volunteers; John Ruffo, Gord Bric, Sabir, Sadia, Halah, Hiba, Mustafa, Daryl Beaumont and my wife, Gulzar. I appreciate my friend Dave Sly taking photographs, and thanks again to Sheila and Walter Murray for their hospitality.

We look forward to next year's event. 🌀



All photos by Sadia Butt

DRIVERS	PLACING	CAR #	POINTS	STAGE 1		STAGE 2		STAGE 3		STAGE 4		STAGE 5		STAGE 6		STAGE 7	
Laurie & Ernst Johle	1	42	4	59	1	43	1	43	1	29	0	65	1	73	0	53	0
Hazel de Burg & Martin Tekela	2	43	6	59	1	43	1	43	1	30	1	66	2	73	0	53	0
Cindy & Anibal Claudino	3	5	8	59	1	44	2	43	1	30	1	64	0	76	3	53	0
Wendy & Brian Vandusen	4	40	10	59	1	45	3	42	0	29	0	63	1	76	3	51	2
Lisa & Michael MacDonald	5	21	13	60	2	46	4	43	1	30	1	66	2	74	1	55	2
Delani Davis & Tim Sanderson	6	31	13	61	3	45	3	41	1	31	2	64	0	75	2	55	2
Charlene & Arthur Quinlan	7	28	15	61	3	46	4	42	0	33	4	65	1	76	3	53	0
Pam & Mike Bryan	8	3	16	59	1	46	4	43	1	30	1	63	1	79	6	51	2
Carol & Peter Helston	9	15	16	62	5	47	5	43	1	30	1	63	1	75	2	52	1
Rosemary & Shaun McKaigue	10	23	17	60	2	46	4	48	6	30	1	65	1	74	1	55	2
Isabel & Stan Schnapp	11	33	17	60	2	43	1	49	7	29	0	65	1	76	3	50	3
Debbie & Mario Goyette	12	13	18	60	2	48	6	42	0	30	1	69	5	76	3	52	1
Eunice & Clive Van Wert	13	39	18	59	1	47	5	40	2	34	5	66	2	72	1	55	2
Rosemary & John Adam	14	1	19	59	1	49	7	38	4	31	2	63	1	73	0	49	4
Urszula & Cris Holden	15	18	21	61	3	49	7	44	2	30	1	66	2	78	5	52	1
Jackie & Dean Lines	16	20	22	60	2	47	5	44	2	30	1	76	12	73	0	53	0
Claudia & Philip Goncalves	17	12	24	65	7	45	3	35	7	28	1	63	1	75	2	50	3
Debbie Fleming & Chris Root	18	30	24	61	3	45	3	44	2	30	1	65	1	74	1	66	13
Judy & Ziggy Ehrke	19	9	25	64	6	52	10	45	3	30	1	62	2	74	1	55	2
Andréa Kezen de Mesquita & Peter Hoffman	20	17	25	62	4	44	2	44	2	29	0	76	12	75	2	50	3
Nancy & Rob Quinn	21	29	28	60	2	47	5	54	12	28	1	71	7	73	0	54	1
Moirá & Rob Plexman	22	27	29	60	2	45	3	47	5	29	0	80	16	73	0	56	3
Lucille Beaumont & Sheila Harwood	23	14	31	62	4	49	7	42	0	44	15	64	0	71	2	56	3
Kim Viney & Brian Slocum	24	34	31	62	4	50	8	41	1	29	0	70	6	78	5	60	7
Karen & Mario Marrello	25	22	32	62	4	45	3	42	0	30	1	63	1	81	8	68	15
Anne & David Forbes	26	10	38	64	6	49	7	40	2	44	15	65	1	68	5	55	2
Carolyn & Brent Buchwald	27	4	43	65	4	38	4	47	5	31	2	92	28	73	0	53	0
Jane & Al Forest	28	11	50	62	4	52	10	41	1	38	9	75	11	66	5	63	10
Julia & Rick Laur	29	19	50	57	1	49	7	30	12	51	22	66	2	69	4	55	2
Barbara & David Bartram	30	37	75	59	1	57	15	55	13	27	2	61	3	82	9	85	32
Ingrid & Don Neill	31	25	87	59	1	50	8	46	4	59	30	90	26	79	6	65	12
Cynthia & Tom Brown	32	2	93	59	1	44	2	43	1	47	18	130	66	76	3	55	2
Carolyn & Dick Corner	33	7	114	68	10	48	6	49	7	29	0	101	37	72	1	101	53
Beth & Peter Oaks	34	26	163	61	3	52	10	44	2	32	3	204	140	77	4	54	1
Melissa & Paul Speck	35	35	DNF		3		8		1		2		0		X		X
Tomiko & Walter Murk	36	24	DNF		4		7		1		33		6		X		X
Leslie Thouret	37	38	DNF		14		33		1		4		45		X		X
Louise & Ross Corindia	38	6	DNF		10		7		1		14		84		X		X
Joyce & John Darling	39	8	DNF		5		9		X		X		X		2		27
Karen & Michael Hilton	40	16	DNF		3		7		9		X		X		X		X
Jean & Doug Stark	41	36	DNF		2		4		0		X		X		X		X



The Porsche 964 Revisited by Pfaff Tuning – see the article on page 46 of this issue of Provinz;
Photograph by Eshel Zweig



Photo by Hazel de Burgh



Photo by Halah and Hiba Butt



Photo by Michael A. Coates



Photo by Michael A. Coates



Photo by Hazel de Burgh

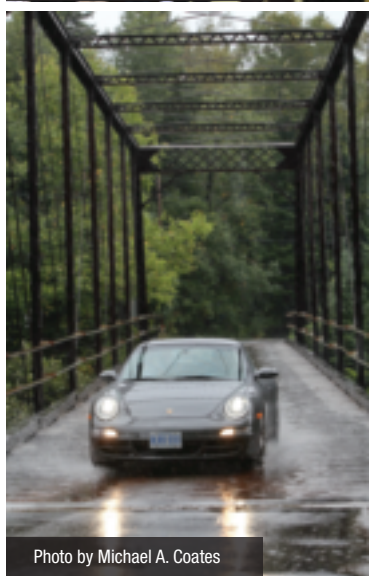


Photo by Michael A. Coates



Photo by Hazel de Burgh



Photo by Michael A. Coates

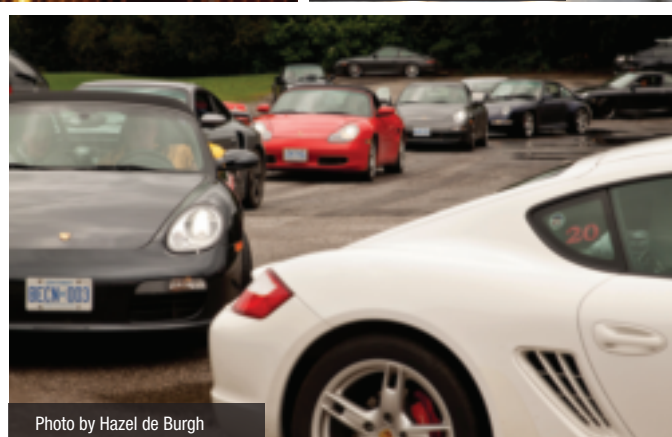


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London to North Shore Lake Erie Fun Run

September 22, 2012

By Chris Leavens;
photos by Chantelle Leavens

I was very excited for Porsche of London to host its first of—hopefully—many more UCR Fun Runs. The response was so overwhelming, with 50 cars showing up, that we had to split the group in two. The first group departed at 9.30am; the second got its start at 10am.

The first leg of the trip was a drive to Scooner Galley in Port Burwell, a lovely spot with a friendly staff. Group one got a little lost due to construction, but were able to get back on track for a scenic drive along winding roads beside Lake Erie shoreline.

All participants made it to the cozy hamlet of Port Dover for lunch. We all had a spectacular meal of perch at the rustic Erie Beach Hotel.

Lots of laughs and smiles everywhere as we all enjoyed the company of fellow Porsche enthusiasts. We all were thankful the weather cooperated with us and the day went smoothly.

It was a great day and I look forward to hosting another Fun Run. Thanks to all the participants who made the day such a great success. 🍷



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Porsche Bookshelf Suggestions for the Holidays

By Ronan McGrath

With the holiday season looming, track days and other warm weather activities behind us, and some of our beloved Porsches are in storage. However, a good book before a cozy fire is a pleasant way to spend some time on a winter's day. Luckily, the range of Porsche books is vast, and there are choices to meet every taste and pocketbook.

Below are a few of the books from my library, both well written and informative, which will add to your appreciation of the rich history of the marque. They make great gifts for Porsche enthusiasts. With the advent of the web, it is easy to get just about any individual piece of information, but these books tell stories and also have superb photos from the very beginning of the Porsche history to the present.

Here are a few I would recommend for those who are interested:



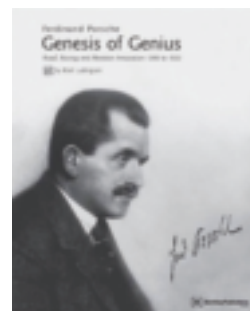
Porsche: Excellence was Expected, by Karl Ludvigsen

This is the definitive book of Porsche history, written by an author who has unlimited access to Porsche archives, as well as personal contacts with many of the principals. A three-volume set, it documents the company and its products from its founding in 1948 to the present.



The Porsche Book, by Jurgen Barth

Another three-volume set, this one focused on the cars themselves. This exhaustive book has photographs and descriptions of every model, as well as specifications and production numbers. Both road and racing cars are covered in depth.



Porsche - Genesis of Genius, by Karl Ludvigsen

This is the incredibly comprehensive and beautifully illustrated biography of Ferdinand Porsche. He was over 70 when the first Porsche was built. His highly successful earlier career is fascinating. Porsche had a long career, working for a variety of manufacturers including

Mercedes, and not only designed the VW Beetle, but oversaw the construction of the factory in Wolfsburg.



Porsche - Origin of the Species, by Karl Ludvigsen

This is more fragmented, but contains a comprehensive history of the Gmund years and the history of a highly original Gmund coupe now owned by Jerry Seinfeld.

Just published. This book is for the dedicated Porsche enthusiast and is best bought if you already have a good general Porsche library. Contemporary and period photography is superb.



Porsche and me, by Hans Mezger

Fairly technical in places, but gives a very good view of the development of the engines and a sense of the atmosphere on the racing teams from one of Porsche's greatest engineers. The Mezger engine is still a legend.

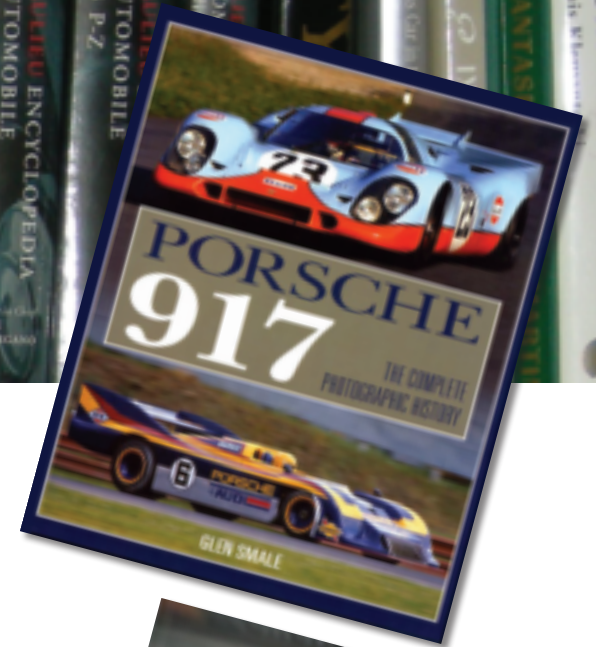
Model Specific Books

There are any number of model specific books, though I only have a few. A small privately published book on the rare 356SL is called **The Last Eleven**.



Porsche used the term "SL" before it ever appeared on the Mercedes 300SL. The handful of 356SLs had varied and successful careers. One can be seen in the Porsche Museum. This is a small, well-written specialist history.

There are more books written about Porsche than any marque other than Ferrari, so if your interest is in the 904 or the 944, there is surely a book specific to your needs. With the exception of The Last Eleven, which is available from its publisher, all books can be obtained through Amazon or Chapters. 🚗





New Members continued from page 7

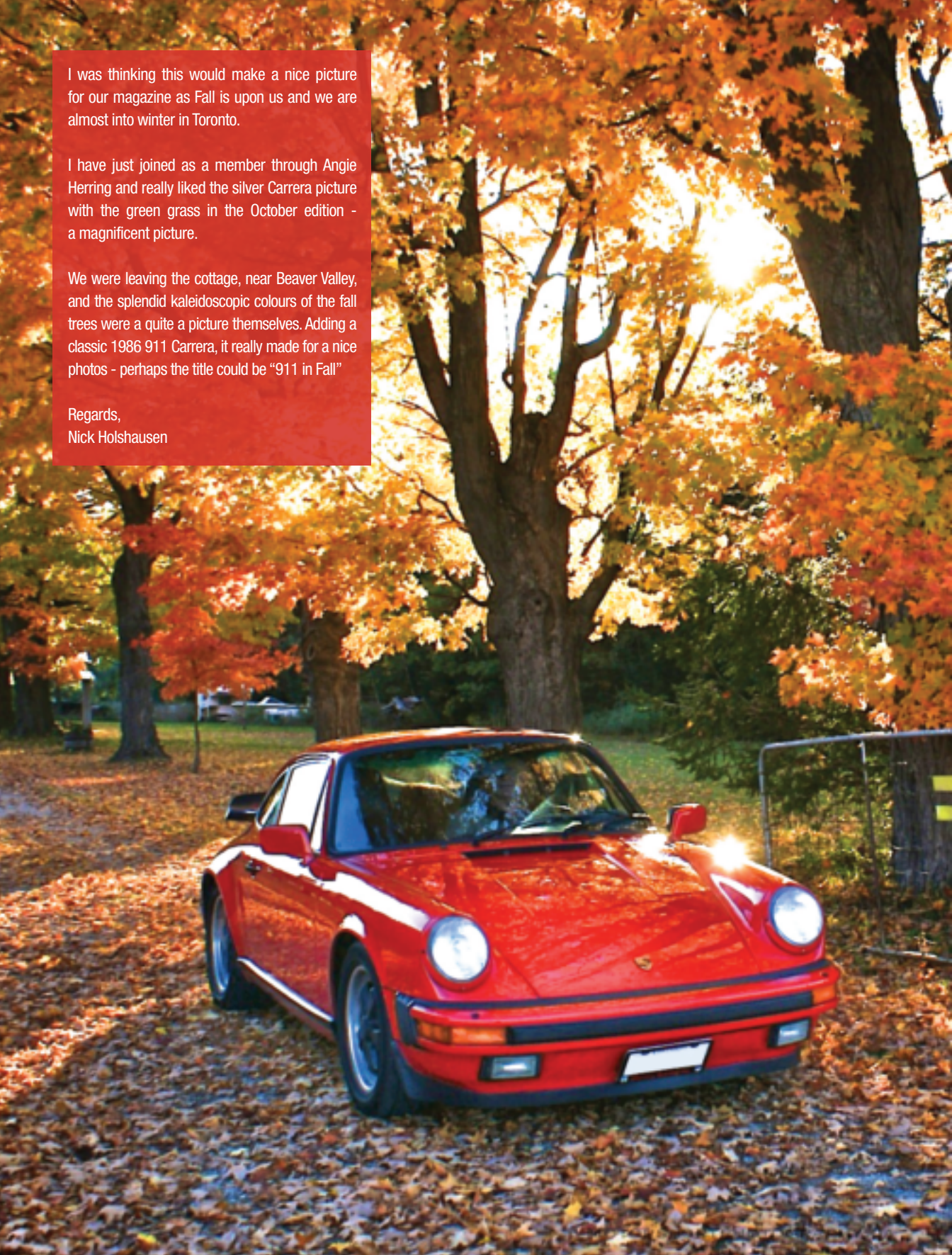
Name	Location	Model	Thanks To
Bruce & Paula MacKay	Oakville	13-Boxster S	Downtown Porsche
Ian Milne	Toronto	10-911 4S	Downtown Porsche
Peter & Judy Morden	Gravenhurst	03-911	
Gaurav & Archana Nagla	Toronto	13-Cayenne D	Downtown Porsche
Ifeoma Okwuosa	Toronto	13-Cayenne	Downtown Porsche
Chris Pitrun	Toronto	13-Cayenne D	Downtown Porsche
Nigel Potts	Toronto	13-Boxster	Downtown Porsche
Daniel & Brian Reynolds	Corbeil	74-914	
Wendy Rigby	North York	13-Cayenne D	Downtown Porsche
Jack & Gayle Robertson	Burlington	06-911	Mantis Racing
James Robertson	Toronto	11-911 S	
Alon Roitberg	Thornhill	13-Boxster S	Downtown Porsche
Fred Ross	Kingston	08-Boxster	
Duane Salmon & Lisa Manuel	Toronto	00-911	
Michael & Cecily Savoie	Toronto	04-911 C	
David Schuetz	Toronto	13-Cayenne	Downtown Porsche
Tony & Heather Scott	Brooklin	04-911	Humberview Motors
Stephen & Catherine Sun	Toronto	12-911 C4S	
Jason Sutcliffe	Gravenhurst	12-911	Downtown Porsche
Robb Wells	Lake Echo	89-944	Markus Blaszak
Dennis Wong	London	10-911 GT3 RS	
John Brian Work	Cayuga	13-Cayenne GTS	Downtown Porsche
Li Jun Xu	Markham	13-Panamera GTS	Downtown Porsche
Kevin Zang	North York	13-Panamera GTS	Downtown Porsche
Xian Jin Zhang	Toronto	13-Cayenne	Downtown Porsche
Mohammad Zia	Toronto	10-911 S	Downtown Porsche

I was thinking this would make a nice picture for our magazine as Fall is upon us and we are almost into winter in Toronto.

I have just joined as a member through Angie Herring and really liked the silver Carrera picture with the green grass in the October edition - a magnificent picture.

We were leaving the cottage, near Beaver Valley, and the splendid kaleidoscopic colours of the fall trees were a quite a picture themselves. Adding a classic 1986 911 Carrera, it really made for a nice photos - perhaps the title could be "911 in Fall"

Regards,
Nick Holshausen



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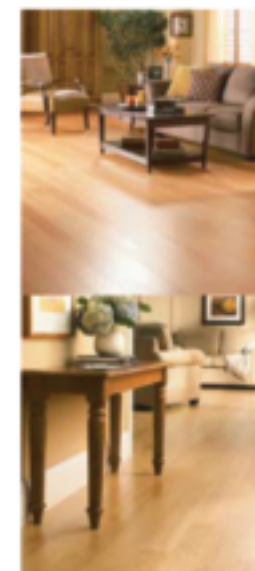


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UCR'S FIRST OFF-ROAD FUN RUN

Saturday, October 20, 2012

Steven Revoy and Jill Clements-Baartman



Photo by Edward Schincariol



Photo by Phil Downe



Susan and Greg

Photo by Jill Clements-Baartman



Vika and Phil



Enza and Eddie



Winnie and Greg

Photos by Jill Clements-Baartman

The Cayenne is now Porsche's top selling vehicle, worldwide. With that in mind, and the fact that many UCR members count the Cayenne as their Porsche of choice, the UCR Board has been throwing around ideas for special activities to involve the Cayenne and its unique capabilities for some time. This fall, the idea of the UCR Off-Road Fun Run was born.

On Saturday, October 20th, Steven Revoy and Jill Clements-Baartman hosted the first UCR Off-Road Fun Run at Ganaraska Forest Conservation Area, half an hour southeast of Canadian Tire Motorsport Park. While initial reaction from the membership to the event was very strong, a few participants decided not to show, due to the inclement weather that day.

Under autumn skies, five Cayennes ventured out into the Ganaraska Forest for the inaugural UCR Off-Road Fun Run. Ten club members and two eager children navigated their way up hills, down dales, and across varied terrain in the conservation area. The 90-minute off-road adventure covered approximately 20 km.

The trails were blanketed with glistening yellow leaves, and pine needles wafted down from the trees towering above. The serenity of the scene was deceptive, however, as the wet leaves and soft soil challenged the capabilities of the Cayennes, which proceeded in low gear. The tree-canopied trails were wet and slippery with a multitude of muddy puddles to playfully navigate through. While the off-roaders got turned around a few times in the deep woods due to navigational errors, they were able to make it back to the base camp, a bit dirtier than they started, but unscathed.

With smiles and chuckles, the highlights of the morning's ride were shared as Steve & Jill, Phil & Vika, Winnie & Greg, Susan & Greg and Eddie & Enza with their children Matthew and Emily, shared a picnic lunch and enjoyed the warmth of the sun, which finally shone through the colourful canopy. The kids could not sit still, with the lure of the rocks, pinecones, mushrooms and open fields. After a Nutella sandwich, they were off to independently explore the conservation area.

Some Suggestions from the UCR Off-Road Team for 2013 and Beyond:

- Discovering new destinations in the greater Upper Canada Region;
- Creating destination-specific events (e.g., theatres, wineries, shopping, etc.);
- Expanding activities based on UCR members' interests and suggestions;
- Developing technical/skills-based programs;
- Using the Ganaraska Conservation Centre, with overnight accommodations, as a base-camp to explore surrounding destinations;
- Having family days with hot dogs and marshmallows roasted over an open fire and side trips to Treetop Adventures, Jungle Cat World and Docville's Halloween Town;
- Creating a Fall/Winter Porsche-Abilities Family Fun Run to complement our spring Porsche-Abilities Family Fun Day at the track.

Thanks go to the UCR Board and point man, director Horst Petermann, for encouraging the development of activities and events highlighting the unique appeal and capabilities of the Porsche SUV. We look forward to more great off-road adventures in 2013! For suggestions or inquiries please contact Steven Revoy at srevoy@gmail.com. 🌀



The hosts of the event: Jill Clements-Baartman and Steve Revoy;
Photo by Phil Downe

MEMBERS' RIDES



964 REVISITED

By Jimmy Vervitas,
Manager, Pfaff Tuning;
photos by Eshel Zweig,
UCR Photo Editor

Hey Eshel, below is the info for the 964 build. This car came to be after my COO and I were discussing our favourite gen of the 911. We both decided on the 964 for its modern take on the classic 911 shape. The car was a clean southern U.S. vehicle. We shipped it up and off we went. We got lucky with the interior; very clean and everything worked. The exterior needed some love, hence the full strip and repaint. As for the look, we wanted an OEM-plus appearance with a lot of street style, complete adjustable suspension and custom NUE wheels to finish it off. We're proud of this one as it had a little input from the whole team at Pfaff Tuning.

1990 911 C2; car is out of the southern states and currently has 108,000 miles on it. Guards Red on Black leather. Sunroof, AC, power windows, locks, cruise control.

Complete rebuild consists of the following:

- Disassemble of all exterior trim, glass and pieces for complete refinish in factory Guards Red.
- All new exterior seals and trim all put together during refinish.
- Complete bolt-in half cage painted to the same colour as the car.
- Front brake cooling duct modifications.
- Complete rebuild of all 4 calipers, refinished in gloss black.
- Complete new adjustable coil-over suspension by H&R.
- Complete new adjustable sways bars front and rear by H&R.
- New RS door panels installed along with new Porsche Mats.
- Complete custom 3-piece 18" Rotiform NUE wheels on Pirelli P-Zero tires.
- Complete rebuild of engine, including all new seals and gaskets.
- Fabspeed exhaust. ⚙️







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MANTIS RACING INC PREPARATION + PASSION = PERFORMANCE

By Wayne Spiegelberg

Owner, master mechanic and champion racer Ernie Jakubowski is celebrating 35 years in business this year guiding the two arms of his Oakville operation. The Mantis Automotive side performs all manufacturer's scheduled maintenance and service, specializing in European performance cars. This is the "steak" part of his business. The "sizzle" comes in the MantisSport division, which focuses on Porsche Performance and Racing Preparation, featuring custom aluminum Cayman/Boxster performance parts. Ernie is also considered a wizard when it comes to custom tube fabrication; his roll cages are considered some of the best in racing circles. Besides Ernie, the Mantis Team consists of four Class A Technicians, with decades of Porsche repair experience.



Margaret "KILLER" closing in fast in her 944



Ernie at speed in his Cayman S.

Ernie's racing success started back in the 70's when he was the 1976 Canadian Studded Ice-Racing Champion and six-time Canadian National Off-Road Champion throughout the 70's and 80's. It was all about VW Buggies and Weber carburetors when he and his brother Gunther opened up their shop. Since then, Ernie has mastered 911s and 944s, winning Targa Newfoundland in 2003 and 2005, NASA 944 Cup Champion in 2008, Runner-up in 2009 and numerous Porsche Club of America victories between 2001 and 2012. In 2006, Ernie was the first in Canada to campaign a Cayman S, with much success and has competed in the World Challenge SCCA Series for the last three years, winning Rookie of the Year in 2010 and numerous podium finishes in the GTS Class against pro teams from the US.

Like father like daughter, this year Ernie's oldest, Margaret, stepped into Dad's shoes or in this case, 944, and participated in her first PCA Club Race at Mosport in July. Her clean driving won her the "Rookie Award" for the weekend. A couple weeks later she claimed her first podium spot by winning her class in the Enduro Race at Mid-Ohio, plus finished second and third in the two Sprint Races. Last month she came second in two Sprint Races and the Enduro at Road America. These are outstanding

accomplishments considering the seasoned competition and her newness to these US tracks. No wonder her nickname is "Killer".

Keeping it in the family, Ernie's sister, Angie Herring, while running the books at Mantis, has been the Membership Chair for UCR since 1985. Ernie joined in 1986, was a UCR Board member in 2006 and the Mantis family has been a solid supporter of UCR for the last 27 years. You can always count on Ernie for a helpful hand and a needed wrench at most Driver Education events as long as he and Margaret aren't racing someplace else that weekend... a WIN/WIN.

Despite Ernie's competitive drive on the track to win, he puts his customers first when it comes time to keep their cars running and race prepared. Whether your daily driver needs a new alignment or your track car better handling, you can count on the Mantis Team to be in your pits. In Ernie's words: Our minds are racing... Is Yours?

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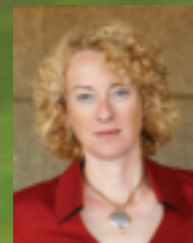


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Emily Atkins
Provinc Associate
Editor

Old School Rules

I haven't owned a new car since 1992. And even that one was a demo model. So it's a great deal of fun to do the job I have recently taken on—test driving new cars and writing reviews.

My 944 is as low tech as it gets. Almost none of the electrics work, the sunroof is manual (meaning I would have to stop, get out, remove it, stow it in the hatch and then resume my trip), the radio is defunct, and the racing seats don't recline. I'm used to work-arounds, doing without, and a rough ride.

So it's a real treat to ride in brand-new comfort, with automatic transmission, fast-moving windows, Sirius, iPod connectivity, internet, touch screen nav and Bluetooth, heated seats, air conditioning, power hatch controls and even back-up cameras. New cars are amazing. You're insulated from the outside world, riding smoothly on a smart suspension, kept awake by lane departure warnings, and protected by dozens of airbags.

People love this stuff. Car makers seem to have it figured out. But they haven't got it all. My recent experience with a new car will illustrate.

As a responsible citizen and driver, I picked up a six-pack of near beer to drink at a dinner party. It was lunchtime when I made my purchase, so I stowed the beers in the trunk of the press fleet car I was reviewing. Didn't want them getting baked in the back seat.

At the end of the work day, I didn't even think about my cargo in the trunk until the first quick corner. I heard a distinct clank from the rear of the car. Picture a large trunk, empty of any personal detritus, sterile and spotless, save for the six pack. Now picture what happens in that trunk when it belongs to a small, quick coupe driven by a someone who enjoys feeling Gs at every opportunity.

I thought to myself, "Emily, you should pull over and put those beers in the back seat where they won't roll around."

I should listen to myself.

At my destination, I went back to retrieve my beverages. Wedged against the trunk latch was the cardboard carrying case with five bottles of near beer in it. The remaining bottle had been reduced to glistening shards. The sweet smell of brewery wafted up from the previously pristine carpeting.

My very first press fleet car, and I was facing having to return it stinking of beer. Can you say career-limiting move? So I started cleaning. But I soon noticed the trunk floor carpeting was pretty dry. Where was all the beer? I lifted the carpet to reveal the spare. Aha. A beer tire. Every last drop of the stuff had seeped down through the spare and into the well that cradles it.

After vainly swiping at the puddle with a sponge through the wheel's spokes, I gave up and fought with the spare's plastic locking nut for a good ten minutes. (This might be worth another article: If I had been stranded roadside with a flat, I would probably have cried in frustration. The spare in this car was a bear to remove.) With the tire finally out, I stared at my sad reflection in a deep, wide pool of beer. Every last drop had to be removed with a sponge. Did you know it takes longer to sop up a bottle of beer than it does to drink one?

So, what's the point of my story, other than to amuse you with my tale of beer soaked woe?

It made me love my 944 even more. This would never have happened in my old, low-tech car. In addition to the wonderful compartments behind the wheel wells, where I would have stowed the beer to prevent breakage, my car has drain holes! It makes sense: put an opening in the low lying areas. Just in case.

Maybe those famous German designers and engineers had their own broken beer bottles (real beer for them, no doubt) to contend with, but whatever the reason, their design can teach new car makers a lesson. Sometimes, old school practicality beats high tech. I can drink to that. ☘

2012 FUN RUNS



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

FIFTH ANNUAL MUSKOKA FALL FUN RUN

September 29th, 2012

By David Forbes; photos by James E. King

Anne and I were very excited about hosting our fifth annual Muskoka Fall Fun Run. We began the day meeting in Bracebridge, where 18 beautiful Porsches pulled into the Canadian Tire parking lot to the delight of many local shoppers. We organized ourselves into three run groups with the help of Walter Murray, Ernst Johle, Sheila and Laurie. Our first leg of the route took us towards Lake Rosseau, then on through the beautiful little town of Port Sydney, continuing on breathtaking winding roads north towards Lake of Bays. The fall colors were absolutely spectacular and there were several photo shoots en route. Arriving for lunch in Huntsville, the Cottage was expecting us and happy to host 36 of us for a very tasty meal from a tailored menu.

After lunch, each group chose a different route with the common theme of winding roads and spectacular colours with stops including photo shoots, bakeries and a fantastic pumpkin display. This year we incorporated many of the back roads that were driven in Targa Muskoka, which added a fresh change to last year's Fun Run.

Following the Fun Run, we met back at our home for drinks and a wonderful visit, then we ended the perfect day with dinner at Wabora, an award-winning Japanese restaurant. Anne and I consider it a privilege to host such an event, and we were delighted to have so many Porsche members join the Run. The weather was cooperative, the fall colours nothing short of perfection, and the company as always a joy! We look forward to planning next year's Muskoka Fun Runs for the Spring and Fall, and encourage you all to host or participate as we continue to enjoy old friendships and nurture new ones. 🍁



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TRACK TALK



Dave Osborne
Track Chair

The 2012 season is over and what a great success it was. We had a great turnout at almost every event and a huge range of conditions in which to practice our skills. We had the lower grip of cold asphalt in the spring and fall, extremely slick conditions of one rainy weekend, the sticky hot tracks of summer and the smooth modern surface of Calabogie to experience. That made it a great season to hone our Advanced Driving skills and enjoy our cars in the company of some great people.

It's the smiling faces we see, all around the paddock, that really make the Track Team's efforts worthwhile. I always ask participants if they are having fun and it's not just an automatic question. I really want to know if what we are doing is safe, educational and fun. After all, safe makes it so you can come back, educational gives you a reason to come back, but fun makes you want to come back. If we don't manage to provide all three, then we aren't doing a very good job and we need to know about it.

November is an important time for UCR. Every season at this time we select the new Board of Directors, who will manage, or mismanage – lol - our club for the following season. It's important to select representatives who will help our club grow and prosper in a difficult economy, without making changes for the sake of change. Some of our programs took 35 years to develop in their current form, so adjustments need to be well thought out and implemented only to better serve our members. Enter a corner too fast and without the required work completed, the exit is not pretty to see. I thought I would slip a driving analogy in there. Pretty slick, eh?

November is also the planning month for the 2013 Advance Driver Education Program. This is the time when all major decisions, the schedule and vendor commitments are made, and the Track Team makes its commitment for the following year. As you all know, Scott Wilkens has stepped down from his position of Tech Chief for the 2013

season and another avid "Trackie" has offered to take the position. Wallace Bradley has attended 19 DE events since he joined us in 2010 and has always wanted to become more involved. Wallace has the added advantage of living a short distance from Mosport (CTMP), so arriving at the track in time to set up the Tech Line should be fairly easy for him. We all look forward to working with Wallace and welcome him to the UCR Track Team. If anyone has an idea of how we can improve the program, we would love to hear your suggestions before the Team meeting. We consider all feedback seriously because we do this job on your behalf.

We will probably go back to Shannonville in August next season because there were some frequent requests for another IDS program this year. Unfortunately, Calabogie doesn't have a skid pad facility like Shannonville does, so in order to provide a 3rd IDS in the 2013 season we will probably have our August event at Shannonville. We could just alternate from year to year, however, it's difficult to get the dates we need without a yearly commitment. We could use some feedback there too, so if either the 17th or 24th weekend in August works better for you, please let us know. It will help us choose.

If you're one of the many who put your beloved car into storage for the winter, I'd like to make a suggestion. Before you put it away, take it to your favorite shop and have them go over it with a fine-tooth comb. The time to discover what your car needs isn't a week before the first track event in the spring. It's now, when you will have all winter to accumulate parts or do the repairs. Some things you need might even come from Santa Claus. My list is available for anyone who is interested. So make your list and check it twice, before you put your car away for its warm winter nap. Will new tail light lenses for a 1987 928 fit in a stocking?

I would be remiss if I didn't thank all those people who made the 2012 season the success that it was. So thank you, to our emergency responders, our vendors, our students who are our inspiration, but most of all, thank you to our Instructors and Track Team, without whom these events would be impossible. The time, effort and dedication of these people is astounding. The knowledge that some members, like Scott Wilkens, have donated ten years of their efforts to this program is a testament to their extraordinary character. That's something we should all be grateful for.

Thank you,
Dave ☺



Muskoka Fall Fun Run; Photos by James E King

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MART

2007 911 4S Cabriolet; Arctic Grey, Black leather Interior (full leather, full electric, heated seats). Well optioned, including navigation. 6 Year transferable bumper to bumper warranty till March 2013. 19,000 km. Garaged and Sunday driver only. Asking \$69,900. Contact Don at 416-460-3343, or dcl@rogers.com. Etobicoke location.

1963 356 B 1600 S; ivory with red interior; rotisserie restoration 4 years ago with photo documentation; two sets of original rims with tires; perfect condition; call for more information; asking \$35,000.00. Please call Pier Mezzerla at 416-503-9751.

19" Carrera S wheels ("lobster claw"); with Michelin Pilot Sport tires from 997. Almost new rubber on rear, more than 50% tread remaining on front. Asking \$1,800.00. Contact Mike at mplewell@rogers.com

996TT 6-Speed Manual; 2001 911 Turbo, black, mechanically and cosmetically both excellent! Clean title, no accident history, verified with paint depth gauge. 2001 model year, 96,000km's; 6-Speed Manual; Rare special order colour, basalt black metallic. Sport seats; Carbon interior package (shifter, e-brake, dash). Suede roof package. Pioneer AVIC910BT double din navigation with Bluetooth and I-phone hook-up (professional installation). Engine/drivetrain are completely original, never had boost up, excellent drivability and performance. Average 11L/100km. KW V3 double adjustable dampers with adjustable ride height; GT3 front control arms with shim type camber adjustability; H&R rear stabilizer bar. Volk Racing TE37 18 X 11"/18 X 8.5" wheels with like-new rubber, less than 5k on them. Project Mu NS compound street pads, no noise, better feel than stock pad. Asking \$49,500. Contact Andrew at (647) 588-3044*

1997 993 Turbo; Black on Black, professionally maintained by PCA certified shop. Imported into Canada in 2006. 3 Owners. This car has been lowered but is otherwise factory original. 38,634 miles. Fully loaded, including heated seats and supple leather crested seats. Original window sticker, manuals, remote keys (2) and all security codes. Stored annually through winter. All service records available and brand new Michelin Pilot Sport tires. Asking \$79,500. Call Scott for more details at (519) 400-0262*

Set of 4 Porsche Rims/Winter Tires; Set of four Genuine Porsche 17" rims with winter tires. Rims and tires in very good condition. Rims look great and only have minor scuff marks. Comes with Porsche center caps. Will fit 996 and 993 and probably other cars as well. Check your sizing and offsets. Price Reduced - Asking \$650 Front rims 7x17 ET55 996.362.124.00 Rear rims 8.5x17 ET50 996.362.126.05 Continental ContiWinterContact TS790V tires have plenty of tread left. Fronts: 205/50R17 Rears: 255/40R17 Asking \$650. Contact Perry at (416) 305-1581*

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4 Porsche Boxter Snow Tires/Chrome Rims; 2X 225/40R18 92V and 2X 245/40R18 97V Blizzak Snow Tires mounted and balanced on Chrome Turbo Rims. Rims are straight and true but not perfect; some scratches. Tires have less than 500km on them and are in new condition. Original cost for tires alone is approximately \$300.00 each. Asking \$1,200. Contact Ron at (416) 219-5122*

1983 SC Turbo Look; I am sorry to be selling my 1983 SC Turbo Look that I have owned for 7 years. The turbo-look conversion was not a factory option and was done in 1987 with all the proper OEM Porsche parts. It's been a great car - a real head turner - but I think I'm ready to upgrade to a newer model. It's an American car and has 72,000 miles - 51,000 when I bought it. It's not a trailer queen and I try to drive it as much as I can. I've only had to put an alternator/master brake cylinder and tires on it. Still lots of tread on the tires. Never had a problem with the car and it only leaks in the spring after being stored in the garage all winter. Asking \$25,000. Contact Brian at (905) 517-3325*

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



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905 850-7600 service@euautowerks.com

Exurocar Elegant Automobiles
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705 327-8672 exurocar@rodgers.com

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

Hockley Autosport
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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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905 565-9888
Liam@keltechperformance.com

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

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

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

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

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

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service@markmotorsottawa.com

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PERIPHERAL VISION



John Adam
UCR Historian

Reviewing 2012... and looking ahead.

We returned from Parade at Salt Lake City, Utah, where we spent some quality time with PCA members, including the long distance award winners from Newfoundland. We occasionally bumped into other members of UCR as well. It was HOT but nothing worse than expected. The backdrop of the Latter Day Saints (Mormon) Temple and other properties makes SLC quite special. Free streetcar service in the city core area was well used.

While at Parade, we picked up a couple of issues of Christophorus, the factory magazine. Our subscription keeps lapsing. Online, it's easier than ever to subscribe and so that's what we did - again. After reading our enthusiast magazines, we save them for our next trip to the doctor or dentist and repopulate their crummy magazine rack. Amazingly, the magazines have disappeared before our next trip back.

Next year, Parade is in Grand Traverse Resort, Michigan, and we are looking forward to a great number of UCR registrants, as we had in 1989.

Looking ahead to May 2013, we have developed a detailed itinerary that takes us from Edmonton, south through the Rockies, then west to BC wine country, ending with a Vancouver Island Region (VIR PCA) weekend near Tofino, BC. This all came out of a conversation with Mike Bryan about some neat places to see in the Rockies and we combined that with a weekend tour that the Porsche Club does on Vancouver Island. We learned about the VIR weekend while at Parade. That started the creative juices flowing and it's "game on" for May 16 to 27.

Now that the P-car is set to have a restful winter, we are off to Cuba and then Panama before Christmas. Other winter destinations are also possible. Time will tell.

We hope that you are enjoying the onset of winter and planning the 2013 season. 🌀

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BOARD MEETING

UCR Board Minutes for September 4, 2012 - Submitted by Isabel Starck

Held at: Marriott Hotel-Quebec Room 901 Dixon Road, Toronto
Attending: Arthur Quinlan, David Forbes, Mario Marrello, Richard Shepard, Horst Petermann, Isabel Starck, Mike Edmonds, Tomiko Murk, Tim Sanderson, Walter Murray, Mike Bryan Kye Wankum, Martin Tekela and Richard Shepard
Regrets: Del Bruce

Meeting Open: 6:49 pm

Mario Marrello **Confirm Minutes**

Walter Murray moved to accept the minutes as stated, Horst Petermann seconded, carried unanimously.

Tomiko Murk **Treasurer's Report**

Net Income is \$19,300 or \$34,950 over plan.
Working capital is \$203,122.
Charity expenses include \$13,000 toward Porsche Abilities Day and \$2500 Toronto Star Fresh Air Fund.
Delani Davis working with Sheri Whitlock to review processes regarding invoicing, billing, and collecting. Once analyzed she will propose a method for continuance.
Discussion ensued regarding minimum working capital amounts to be kept on hand.
Mario stated that minimum funds are kept available at the beginning of each year to cover the costs of booking all activities as revenue is not generated until the activities complete.
Walter moved to accept the minutes, David Forbes seconded, carried unanimously.

Kye Wankum/Richard Shepard **Provinz Report**

Long term advertiser lost: Restoration Design.

Walter Murray **Communications Strategy Update & Interim Recommendation**

Last meeting of the committee to be held on the 13th of September, 12 of 15 regions reviewed and covered.
One objective of the communication strategy was to address the convergence of digital and print communications which requires a common vision and a team based implementation approach. As a result Otto tendered his resignation in August. The board regretfully accepts Otto's resignation and offers their thanks to Otto for his 3+ years of volunteer support of the website and the membership.
Fundamental issues: To keep Provinz? Charge for Provinz? Kye and Richard invited to attend last meeting to include input.
What is the communications strategy for UCR in 2013? To be decided by the proposed Director of Communications.
Final report including a 3-5 year strategy to be presented to the Board at the October 2012 Board meeting.

Kye Wankum **Web Proposal**

Richard Shepard excused from meeting.
Upon the recent Webmaster's resignation, an initiative kicked off to find another volunteer to take his place. Due to the time constraints and time involved for the recreation of the website, it was decided to design an RFP for completion of this task.

An RFP was drafted and sent to 5 professionals in the website design industry. Of those 5, 4 bids were produced by the deadline. Tomiko requested a copy of the RFP for UCR records.
Due diligence has been taken regarding this issue.
Kye moved that the Board approve the best proposal at the lowest price. RKT Marketing's proposal at \$10,000 includes the development and 3 month's maintenance. Walter seconded, carried unanimously.
Richard Shepard was asked to rejoin the meeting. He was presented with the Boards offer and accepted.
The search for a volunteer to manage the site following Richard's creation, will continue. The new volunteer webmaster is expected to take over this task within 90 days.
Arthur Quinlan to draft a formal proposal for Kye Wankum to sign and present to RKT Marketing/Richard Shepard.

Walter Murray **Targa Muskoka Update**

Scheduled for upcoming weekend, Sept. 7-9. Presently over the required limit by 2 cars. However accommodations have been made to add them.
John Adam and David Forbes recognized for their tremendous efforts in assisting with the planning.

David Forbes **Fun Runs/Rally Update**

6 Fun Runs completed, 9 total to be held in 2012.
Very effectively run with experienced hosts returning from previous events.
Fall Rally on schedule.

Isabel Starck **Socials Update**

September social scheduled at Humberview Motorsports.
October social booked at The Musket. Oktoberfest celebration, Co-hosted event with BMW Club.
November social booked for Mimico. General Meeting and elections to be held at this event.
December social scheduled at Pfaff McLaren Dealership.
Open discussion about standardizing locations.
Proposed to add a Special Event Social to accommodate individual requests from vendors, manufacturers, etc. requesting to host an event for our club.
Horst addressed the need/desire for a car related venue and speaker.

Mario Marrello **Autocross Update**

30 cars participated in August event. Great turn out.

Martin Tekela **Nominating Committee Plan Update**

Committee to meet on the 22nd of September as nominations must be communicated in writing to members by October 15th.

Trillium Street Survival Program

BMW Trillium Club to create a Street Survival Program.
UCR write up included in current issue of Provinz to promote awareness and participation. >

Martin Tekela/Isabel Starck
Awards Gala
Humber College revisited as event location to keep costs down.
John Adam and Martin to visit location upon opening of Fall semester to finalize plans.

Mike Bryan
Membership Report
3255 Total Members at the end of August.
2033 Primary members, 41 new for August.

UCR Video Proposal
Tool to be used for promoting the Club and activities to new members. Interest is qualified.
Quotes received from various sources in the field and reviewed.
Clarity needed regarding proposal and what the return might be.

All
Board and Chair Role Descriptions Update
14 received thus far and forwarded to all BoD members.
Remaining descriptions to be received:
Kye-Provinz, Walter-Targa, Sheri Whitlock-Billing/Collections, Mike Edmonds-Club Race, Dave Osborne-Driver Education.

Mario Marrello for Mike Edmonds
Club Race Update
Final payables completed by Tomiko (financial summary to follow).
Will start date planning for 2013 event with CTMP in October.
Preparing event package for operations, ready for October board meeting.
Looking for co-chair volunteer for 2013 event.

Mario Marrello
Any other business
None.

Next meeting location
Marriott Hotel-901 Dixon Road, Toronto

Meeting Adjourned: 9:04 PM 🚫

UCR Board Minutes for September 18, 2012
- Submitted by Isabel Starck

Held at: Marriott Hotel-Quebec Room 901 Dixon Road, Toronto
Attending: Arthur Quinlan, David Forbes, Mario Marrello, Horst Petermann, Del Bruce, Isabel Starck, Walter Murray, Mike Bryan, Martin Tekela, and Tim Sanderson
Regrets: Tomiko Murk and Kye Wankum

Meeting Open: 7:00 pm

Mario Marrello
Introduction
Board brought up to date with the concerns raised in an email from a member indicating some concerns with the nominating committee process and the President's involvement.
As those concerns were directed at Mario, he officially resigned from the Nominating Committee and Del Bruce as VP will take his place.
Mario effectively declared himself absent from the meeting going forward.
Del made declaration on the Board's support of Mario's position and stand. Tim Sanderson made motion to express the Board's support for Mario and his decision, Walter Murray seconded. Unanimously passed.

Del Bruce/All
Bylaw changes regarding Director of Communications (DofC)
Del proposed: Director of Communications to be elected as opposed to appointed. DofC is considered 2nd most important position and should be elected. A high level of commitment is required for such position. Benefit to the team and the people around them. Elected position will have a 3 year term maximum.
Concerns raised, discussion followed.
In summary, the changes to the by-laws proposed and accepted are as follows:
1. Removal of the Editor and Webmaster as part of the Board.
2. Introduction of the DofC as an elected position.
3. Directors at Large changed to 5 instead of 6.
Del made motion that the DofC be an elected position, with a 3 year term maximum, and if no such Director comes forth to run for the position, the President will have authority to appoint such Director. Arthur Quinlan seconded. Carried unanimously.
Arthur to update the current by-laws to reflect the new changes and prepare for signature at the Oct. 2nd Board of Director meeting. The October Social will be called a business meeting to ratify the changes before the elections. Change to be put forth to the membership for vote at upcoming General Meeting.

Del Bruce/All
Nominating Committee process
Del has asked Martin Tekela to step down as chair of nominating committee to avoid any conflict of interest due to Martin's interest in running for President for 2013.
Del outlined the Nominating Committee's objectives as follows:
1. Ask all existing board members what their plans are for next year.
2. Search for new candidates. Who are properly interviewed, nominated and their nomination seconded.
3. Must act independent of the board.
Mario addressed concerns that it has been the perception of the membership that the nominating committee has been biased in previous elections. Suggested that candidates are invited to speak at the October social to introduce themselves and provide their plans for next term if multiple candidates are identified.
Del: Nominating Committee will have nominating slate ready for next BoD meeting. Oct. 2nd.

Del Bruce
Any other business
Version of current by-laws and those published on the web are different. Mario to investigate and make changes.
Tim meeting with Braidan Tire regarding sponsorship monies to be collected for Club Race and Brad Shimbashi's concerns pertaining to proper exposure for sponsorship funds.

Mario Marrello
Next meeting location
Marriott Hotel-901 Dixon Road, Toronto

Meeting Adjourned: 8:13 PM 🚫

CONTACTS



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