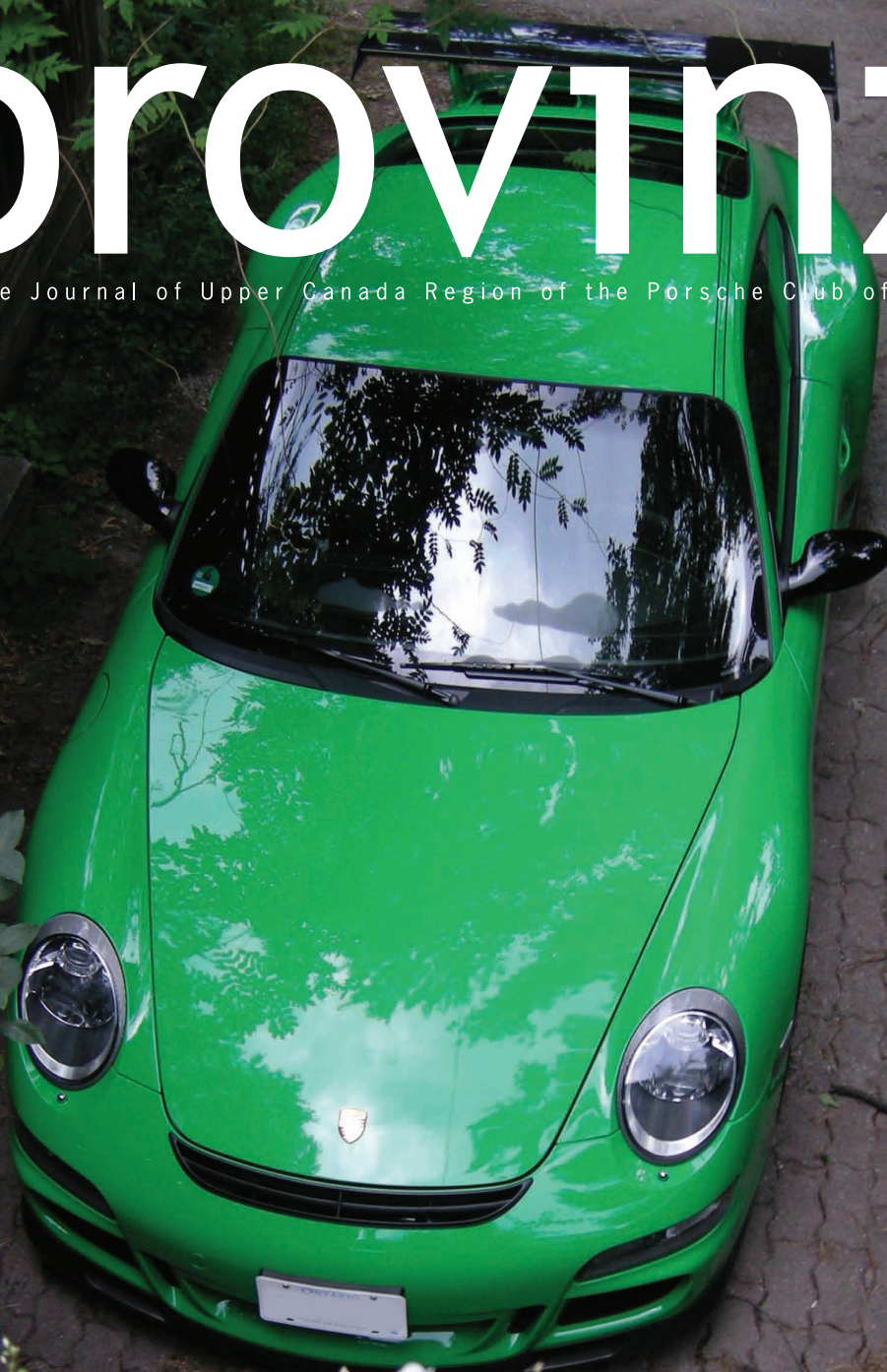


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The Journal of Upper Canada Region of the Porsche Club of America



October 2012

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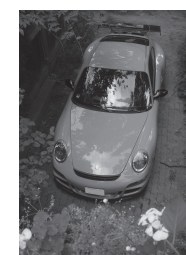
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Cover photo: Five Years On: The Viper Green GT3 RS of Ronan McGrath – please see the story within; cover photo by Ronan McGrath

PRESIDENT'S MESSAGE



Mario Marrello
UCR President

It's not the destination, it's the journey. That phrase pretty much sums up most UCR member experiences with their Porsches, at least it does mine. It's sometimes more about the drive than where I'm going, provided I'm driving my Porsche, of course.

This statement clearly summarizes my view of the Targa Muskoka rally event. After spending Saturday and Sunday navigating through the back roads of Muskoka with my wife Karen at the wheel, I can definitely say that the drive, and therefore the journey, was the star, although the destinations also ranked highly. We had the opportunity to stop at beautiful Muskoka locations such as Huntsville, Bala and Bracebridge.

I believe on final count, there were 34 cars participating and over 80 people attended the dinner on Saturday. I want to thank the following people for this flagship event: Walter Murray, for doing a tremendous job planning and organizing the event; Sajjad Butt, our own Rally Master who has built on his experience with world-wide rallying to create a memorable Targa Muskoka, and David Forbes, who with his wife, Anne, hosted a Friday night reception for all participants.

Just in case you aren't familiar with the UCR Rally format, it's a time/speed/distance rally. The intent is to follow a prescribed route, answer some questions about locations along the way and reach the check point in a certain time. If you follow the prescribed speed limits and make each turn according to the prescribed route, you will get the most points. Speeding through segments will only generate penalty points.

For those interested in trying out a rally event, Sajjad is hosting the fall rally on October 6th. Check the website and this issue of Provinz for more details. Targa was the first rally that Karen and I attended and we had a blast—no experience required.

The third autocross event of the season took place at the usual location, the Toronto Star at Weston Road and Hwy 7. The August event was oversubscribed, and September turned out to be a huge success, with spectacular weather. There is one more coming on the 21st this month, so don't miss your last chance!

The elections for the 2013 board of directors are coming up very soon. As many of you know, our bylaws state that I can only stay on for two successive years and therefore this year is the end of my two-year term. I must pass on the baton to a new President. I encourage all of you to spend some time reading the bios in this issue of Provinz (check the insert) and carefully choose the candidates most worthy of your vote.

We are also headed into a new era for member communications. It seems like just yesterday, but in fact it was back in the early New Year of 2009 when Kye Wankum and I met with Otto Mittelstaedt to discuss Otto's interest in taking over the UCR Web site and webmaster responsibilities. Otto graciously took on the task of building the new site which launched a few months later. Otto has since been single-handedly developing and evolving the website to support the club.

It's now close to four years later and not only has the club experienced tremendous growth in membership, the world of digital communications has evolved. We are faced with a future that embraces change to improve our ability to communicate. We believe one change is the convergence of digital and print communications, which requires a team based approach to delivering communications to our membership. With this evolution, Otto has unfortunately chosen to resign from his webmaster position. Certainly, the accolades from PCA, 1st in 2009, 2nd in 2010 and 2nd in 2012, confirm that he has done great work and we will miss his contributions.

On behalf of the board, please join us in thanking Otto for his efforts with the website and wishing him all the best for the future.

Keep well and stay safe,

Mario Marrello
m.marrello@computer.org ☼



2012 Calendar of Events

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

JANUARY

10 Tues UCR Social Meeting at Mimico Cruising Club

FEBRUARY

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

MARCH

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

APRIL

10 Tues UCR Social Meeting in Auora (see page 6 for details)
14 Sat Introductory Driving School at Mosport
28 Sat Introductory Driving School at Mosport

MAY

5 Sat Muskoka Spring Fun Run (see Fun Run Calendar on page 37)
6 Sunday UCR Open House at Markham Fair Grounds, Markham
8 Tues UCR Social Meeting (visit pcaucr.org for details)
12-13 Sat-Sun UCR Driver Education at Mosport
19 Sat Collingwood Area Fun Run (see Fun Run Calendar on page 37)
19-20 Sat-Sun Zone 1 - Rally and Concours

JUNE

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

JULY

6-8 Fri-Sun PCA Club Race at Mosport, hosted by UCR
7 Saturday Bear Manor Fun Run and Exotic Car Show in Grimsby
8-14 Sun-Sat PCA Parade in Salt Lake City, Utah
10 Tues UCR Social Meeting (visit pcaucr.org for details)
14-15 Fri-Sun UCR Driver Education at Mosport

AUGUST

12 Sun UCR Autocross, Toronto Star Facility, Woodbridge
14 Tues UCR Social Meeting (visit pcaucr.org for details)
18-19 Sat-Sun UCR Driver Education at Calabogie
26 Sun Collingwood Fun Run (see Fun Run Calendar on page 53)

SEPTEMBER

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

OCTOBER

9 Tues UCR Social Meeting (visit pcaucr.org for details)
13-14 Sat-Sun UCR Driver Education at Mosport
20 Sat UCR Off-Road Fun Run (see page 52 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 (visit pcaucr.org for details)
24 Sat Annual UCR Awards Banquet (details to follow)

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, October 9, 2012
The Musket, 40 Advance Road
The Musket, 40 Advance Road Toronto, ON M8Z 2T4
www.musketrestaurant.com 416-231-6488
Speaker: Michael Coates

We return to The Musket Restaurant for our Annual Oktoberfest Social. The fine German fare, coupled with excellent German beer complements the kind service of the Enser family, owners of The Musket. This will be a co-hosted event with the BMW Trillium Club. Everyone enjoys celebrating Oktoberfest, and the more the merrier! Michael A. Coates has been the official club photographer of the PCA Upper Canada Region Porsche

Club since 1999. He photographs Social Events, Driver Education Programs and Club Races. Some of these pictures are published on the Club's website www.pcaucr.org and here in the pages of Provinz.

Tuesday, November 13, 2012
UCR Social Meeting and Election Night
Mimico Cruising Club, 200 Humber Bay Park Road West,
Toronto, M8V 3X7 416-252-7737
www.mimicocruisingclub.com
Speaker: Constable Hugh Smith

Past Events: September Social

The skies were clear and the breeze was light, a beautiful end of summer day at Humberview Motorsports. UCR members were welcomed by the Humberview staff assisting me in distributing raffle and drink tickets along with their generous gift for each guest. Their modern dealership is complemented by their state-of-the-art workshop. Throughout the evening, members mingled casually and were able to enjoy posing for some pictures in the showroom cars. Our guest speaker, Ralph Frisken from Shannonville Motorsport Park, enlightened us on his over 50 years in the racing community, with interesting tidbits from Shannonville's past. John Esplen, President of Humberview Group, stopped by with his son to welcome our members and enjoy some fine fare. I would like to thank and congratulate Pat Cubellis, General Sales Manager at Humberview, and his numerous staff for hosting a fine event.

Continued with photos on page 40>

NEW MEMBERS

WELCOME!

Name	Location	Model	Thanks To
Mervyn Abramowitz	Toronto	08-911	
Shadi Aghaei	Toronto	12-Boxster	
Jalal Alled & Hana Hejjaj	Mississauga	13-Boxster	Downtown Porsche
Michael Appavoo	Burlington	87-944S	
Wai Ling Au	North York	12-Cayenne	Downtown Porsche
Zheng Chen	Richmond Hill	12-Panamera	Downtown Porsche
Sing-Tak Cheung	North York	12-911	Downtown Porsche
William & Barbara Christian	Guelph	06-Boxster	
Jonathan DiFabio	St.Catharines	12-Cayman	Downtown Porsche
Chris & Kalli Doulos	Markham	08-Boxster	
Tim Duquette	Waterloo	08-Cayenne	Downtown Porsche
Christopher Ebbott	Toronto	09-911 C4S	
Stephen Egelton	Ilderton	07-911	
Bryan Gilbert	Richmond Hill	99-911	
Melvin & Judith Goldberg	Toronto	01-911	
Ehsan Goldeh	Toronto	13-Cayenne	Downtown Porsche
Tracy He	North York	13-Boxster	Downtown Porsche
Andrew & Sharon Himel	Toronto	63-356	Kye Wankum
Robert Jackson	Toronto	07-Boxster	
Robert G. Knesaurer	Toronto	11-Panamera	Downtown Porsche
Gerry McNestry	Lakefield	09-911	Downtown Porsche
Paul & Arlene Milbury	Markham	93-968	UCR Open House
Srdsan Milutinovic	Mississauga	13-Cayenne	Downtown Porsche

Continued on page 41

ANNIVERSARIES CONGRATS!

20 YEARS

Gary Loftus
Paul Roberts

10 YEARS

Marcel Goulet &
Elena Tomassini-Goulet
Kerry Judges
Richard Maskobi
Phil Shedletsky

5 YEARS

Carlo Berardinelli
Warren & Frances Biback
Brad & Sharyn Coles
Cathy Densmore
Gerd Gieschen
Larry Grezebinski
Horatiu Ivascu
Tim Lambie & Annette Heatherington
Bjoern & Gina Lammel
Horst & Marie Petermann
Wendy Silverthorne



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

EDITOR'S RAMBLINGS



Kye Wankum
Editor

Whew! What a great year it's been so far, with so many fantastic events to report on – and we are not nearly done yet...

By all accounts, the recent Targa Muskoka, so ably organized by UCR Director, Walter Murray and UCR Rally Master, Sajjad Butt was a huge success. We look forward to reports on this and also the annual PCA Club Race, once again chaired by Mike Edmonds, in next month's Provinz.

This month's focus is on the GT3 Cup Challenge Canada, which quite a few of your fellow UCR members competed in, and which, in only its second season, brought out very respectable numbers of competitors from Ontario, Quebec, and the United States. Please see the reports and beautiful photos within.

I want to, once again, draw your attention to a new Provinz feature, the Advertiser of the Month column. This series is open to submissions from all of our advertisers and contributions will be published on a first-come-first-served basis. It is a great way for our valued supporters to put a face to their name and showcase their goods and services and, for many of them, also their involvement in our club. This month, we feature RKT Marketing on page 48.

Another new feature is the Members' Rides column. Please see the 'Mexico-Blue' article on page 46 and start planning your own submission, show-

casing your favourite ride. Descriptions and text can be kept to a minimum, but a few nice hi-res photos are important. C'mon, share your pride and joy with your fellow members!

Complementing this is another idea: why not share your own favourite Porsche photo and a small description or anecdote to go along with it? See Jeff Wagman's contribution on page 42. This is a great forum for those of you who have a photo and maybe an experience to share with the membership but don't want to write a complete article.

Cayenne owners listen up! UCR is organizing its first ever Off-Road Fun Run! Event chair, Steven Revoy promises us a great day under not too strenuous conditions on a beautiful trek. Non-Porsche vehicles are welcome too! Please see the Fun Run section on page 52 of this issue.

Last but not least, the annual UCR elections are coming up in November, and again this year, your vote is important as we have more nominees than we have positions to fill. In fact, your vote may well help shape the future of our great club! Voting will take place online on our website, by mail or fax using a ballot downloaded from the website, or by attending the November Social where ballots will be available to be cast and counted that evening.

Enjoy the beautiful fall, and remember to stretch before you rake... ☼

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THE WAY WE WERE...

30 Years Ago

Content centered on winter storage by Gerd Reiseneker. Steve Megill had FTD in the autocross and David Swain was no slouch, coming second. Terry Cleland gave a brake tech session before the rally – which was won by Dave Pateman with Walt MacKay in second. I still miss the venue for the socials, Gasthaus Schrader.

25 Years Ago

Winter storage was the subject of a panel discussion at Gasthaus Schrader led by Rak, Jakubowski, Hardacre, and Reiseneker. We had produced a DE video and it was available for purchase. Dennis Rak went on about Motronic ignition. Our November Gala Awards Dinner was priced at \$35 with Scott Goodyear as keynote speaker. PCA membership stood at 26,671. Beverly and Harold Clark told the story of their drive to New England. John Mahler (The Star tire writer) wrote about g-Analyst, the gadget of the day.

20 Years Ago

A polka-dot Porsche cover photo with drivers from the 24-hour race at Mosport. Guest speaker at the awards dinner was to be David Tennyson. Umberto De Boni was soliciting goods for a Chinese auction. Amongst new members were Howard Dexter, Randy Waechter and Kye Wankum. Bruce Farrow told us about OEF 19A endorsement and how it enhances your insurance coverage. Ben Ciantar covered Porsche's alphabet soup e.g.: ABS, DME, KLR. Wayne Gilbank covered the 24-hour race at Mosport. Auguste Lecourt, smiling from the Performance Cars ad, hasn't changed a bit! Still smiling. Dennis Rak was hosting tech sessions.

15 Years Ago

New editors Morrow and Pic on their second edition. John Beelen was new as was James Sutherland. Ken Jensen wrote about getting to Parade, minute by minute. John Van Atter presented Children's Wish with \$11,400. Ben Ciantar wrote about Porsche safety systems. The awards banquet was \$45.

Contributed by John Adam, UCR Historian ☼

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DRIVER ED



UCR Driver Ed Dates for 2012

Introductory Driving School

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

Driver Education Program Dates

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

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

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

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

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

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

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

LETTERS TO THE EDITORS

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

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

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



Zone 1 Dates & Notes

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

Visit www.zone1.pca.org

PORSCHE CLUB OF AMERICA, UPPER CANADA REGION INC. NOTICE OF MEETING OF MEMBERS

TAKE NOTICE THAT a meeting of the members of the Club will be held at The Musket Restaurant, 40 Advance Road Toronto, ON, on October 9, 2012 at the hour of 7:30 p.m. to confirm, with or without amendment, the new Bylaws of the Club passed by the Board of Directors on September 18, 2012 and signed on October 2, 2012

The new Bylaws will be posted to the Club website. The site will also host a marked copy to show the changes from the former Bylaws. The new Bylaws, and also the marked copy, can be accessed at: <http://pcaucr.org> as of the October Board of Directors meeting on October 2, 2012.

**By Order of the Board of Directors.
Mario Marrello, President**

PORSCHE CLUB OF AMERICA, UPPER CANADA REGION, INC. NOTICE OF MEETING ANNUAL ELECTION

The November meeting (the "Meeting") of the members will be held at 8:00 p.m. on Tuesday, November 13, 2012 in the dining room of Mimico Cruising Club, 200 Humber Bay Road West, Toronto, Ontario, M8V 3X7, for the purpose of electing persons to fill for the year ending November 30, 2013. Pending ratification of the bylaws to be announced at the October General Meeting to be held with the October social, the following offices of the Club are up for election: President, Vice-President, Secretary, Treasurer, Director of Communications and five Directors. The ten persons so elected will comprise the Club's Board of Directors. Voting will only be permitted by ballot. The form of ballot may be downloaded from the Club's website starting October 15, 2012. Ballot forms will also be available for completion and submission at the meeting.

A member may submit his or her completed and signed ballot by mailing it via Canada Post in a postage prepaid envelope, faxing it or by deposit with the appropriate Club official at the Meeting before the votes have been tabulated. A member may also complete and submit a ballot online at the Club's website. To be acted upon, ballots sent by fax, Canada Post or submitted online must be received by midnight on November 11, 2012. Further details will be included with the ballot.

Following are the candidates nominated by the Nominating Committee for election to the respective elected positions. A member may vote for any one or more other member(s) who are eligible to serve, provided that they have agreed to serve if elected. Voting instructions are contained in the form of ballot. No more than a total of five persons should be designated to be elected as Directors, and no more than one person for each other elected office. Executives: President, Phil Downe or Walter Murray; Vice-President, Arthur Quinlan; Treasurer, Tomiko Murk; Secretary, Sheri Whitlock; Director of Communications, Kye Wankum

Directors at Large: Del Bruce, Michael Bryan; David Forbes; Robert Moniz, Brent Muir, Horst Petermann; Isabel Starck; Martin Tekela.

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UCR Tech Session

by George O'Neill,
UCR Tech Editor

Nitrogen or Air in Tires?

Editor's Note: Again this month I wish to thank Pedro Bonilla for allowing us to re-print an article. The topic of nitrogen versus air is timely for me as this August we were in Vermont driving to Stowe when my wife's new Audi Q5 indicated one of the tires had low pressure. With the significant increase in elevation, along with the cooler mountain air we experienced as we drove that day from sea level at Wells, Maine to Stowe, no wonder the vehicle's tire pressure was low. So, I stopped at a local gas station with an outside air pump, and started to remove the wheel valve stem covers and noticed they had green tips. Green tipped covers indicate nitrogen was used to fill the tires. As this was the first time I had any significant time driving the Q5, I did not realize nitrogen was in these tires. Now, if I were not familiar with nitrogen I would have either thought nothing of the green covers and just filled the tire and gone on my way. Or, I would have done what I did do, continued to top up the tire with air, and paused only briefly to wave good-bye to any benefits of nitrogen in the tires. There is no issue with topping up a low nitrogen tire with air. The tire and vehicle will work fine, and you will not notice any difference in handling. But, mixing air with nitrogen does dilute the nitrogen and weakens its potential benefits. Read on to learn more. George.

If it hasn't happened to you already, when you purchase and mount a new set of tires on your car, you will likely hear from the tire shop: "Nitrogen-is-better-than-air for your tires" ... and "we offer the nitrogen-fill option at only \$\$" (generally \$5 to \$20 per tire).

For many years now, nitrogen has been used to fill aircraft tires, including the Space Shuttle's tires and also tires on racecars, but its use on street cars is relatively new and somewhat controversial.

The tire shop will tell you that nitrogen in your tires:

- Improves steering
- Improves handling
- Improves braking
- Reduces the chance of tire failure
- Dramatically slows pressure loss from permeation

- Improves fuel economy
- Reduces tire oxidation
- Eliminates interior wheel corrosion
- Reduces running temperatures
- Decreases false alarms and activation of your TPMS (tire pressure monitoring system)

As with most marketing there is a little truth to it, but the rest is mostly HOT AIR!

Nitrogen molecules (N₂) are larger than oxygen molecules (O₂) so therefore pure nitrogen will permeate the walls of your tires less than oxygen molecules.

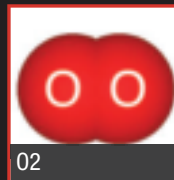


But by how much?

Well, a nitrogen molecule measures roughly 300 picometers while an oxygen molecule measures 292 picometers. That's only a 2.6 percent difference in size. One picometer is one trillionth of a meter (1 m / 1,000,000,000,000).

Consumer Reports did a study in 2006 where they measured pressure loss of nitrogen-filled vs. air-filled tires over a one-year period. They took 31 pairs of all season automotive tires (H and V speed rated) and one tire of each pair was filled to 30 psi with air and the other tire from the pair was filled to 30 psi with nitrogen. All 31 pairs were then set aside, outdoors for 12 months.

Their conclusion was that nitrogen does reduce tire pressure loss over time (over 12 months in this case), but the reduction was minor. Air-filled tires at 30 psi lost 3.5 psi over a one-year period. Nitrogen-filled to the same starting pressure of 30 psi lost 2.2 psi over the same period. More importantly ALL tires lost pressure, so drivers should check their tire pressures routinely regardless of the type of gas used to fill the tire.



The air around us, in our atmosphere, what we breathe and what is in most automotive tires is a mixture of gasses. Air is 78 percent nitrogen plus 20.95 percent oxygen plus one percent other gasses (argon, carbon dioxide, trace amounts of other gases and a variable amount of water vapor).

So, already all of the above claims are not true by 78 percent because going to pure nitrogen will only replace 22 percent of the tire's internal volume.

The claims of improved steering, handling and braking, as well as reduced chances of tire failure and improved fuel economy are true for properly inflated tires regardless of the gas used to fill them.

Then there's the claim regarding the reduction of internal tire oxidation because nitrogen is inert and oxygen is corrosive. I do not think any of us has ever replaced a tire that had internal rubber decay because of oxygen corrosion. Although it is partly true—oxygen is corrosive—your tires will wear out many times over before oxygen starts to damage the rubber material. If this claim were true and oxygen causes rubber corrosion that quickly, what about the outside of the tire? The outside is exposed to ambient air, which consists of 22 percent oxygen, even if you have pure nitrogen on the inside!

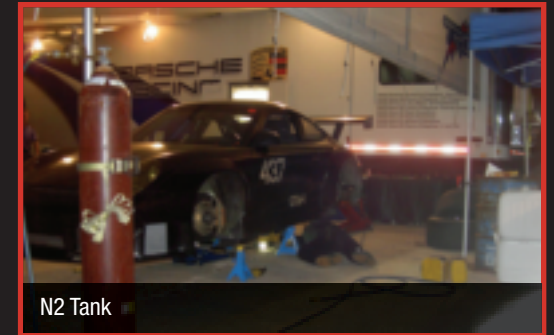
Some people will also tell you tires filled with nitrogen do not change pressure as much with heat as those filled with air, or that tires filled with nitrogen run cooler than those with air and that's why most race cars including F1, Indy and NASCAR all use it. Again, not true.

At the temperature (150 to 250°F) and pressure (25 to 45 psi) thresholds found in racing tires, both air and nitrogen will act as "ideal gasses", meaning they will react exactly the same to temperature and pressure.

The real reasons why most race teams use nitrogen gas in their tires are:

- Nitrogen is an inexpensive, non flammable gas that can be transported safely in high-pressure bottles
- Nitrogen is dry (no water vapor)
- Racing teams strap nitrogen bottles onto their tents' legs to hold them down.
- Having nitrogen tanks nearby allows the teams to fill or adjust tires and to run pneumatic tools without the need for an air compressor, which requires electric power (generator).

Oh, I almost forgot. There are those that claim that since nitrogen is lighter than air you will save weight and have better performance. OK, so let's analyze this one, I mean, less un-sprung weight is good, no? The weight difference between oxygen and nitrogen is less than three percent, but let's take the full three percent.



One 255/40/17 summer tire holds approximately 13.88 litres (0.5 cu.ft.) of air at two bar (29.4 psi). One litre of air is roughly equal to one gram so there are roughly 13.88 grams of air per tire, 55.52 grams in all 4 tires. Nitrogen is three percent lighter than oxygen, but there's only 22 percent oxygen in air, so the difference in weight from all four tires is 0.3664 grams, that's a whopping one third of a gram for all four tires!

Here's the math: 55.52 gr x 0.03 x 0.22 = 0.3664 gr. To put it in perspective, one official ping-pong ball weighs 2.7 grams, more than seven times the nitrogen weight savings.

So, in essence, filling your tires with nitrogen won't hurt anything and will provide some minimal benefits.

But, is it worth it? Absolutely...if you go to a shop where Nitrogen is a free service with your new tires.

But paying an average of \$10.00 per tire is absolutely not worth it. Furthermore it may give you a false sense of security that stops your from regularly inspecting your tires. Remember, even filled with pure nitrogen, your tires will lose pressure over time.

For more information about tires, and how to fix them, fill them, and more, please visit my website at: www.PedrosGarage.com.

Happy Porsche-ing,
Pedro

by Pedro P. Bonilla GCR PCA ☼

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.

REVISITED



THE TECHNICALITIES OF GETTING FROM STREET TO TRACK... SIXTY-SEVEN HOURS OF TRACK TIME RESULTS IN REPAIR TIME

Story and Photos by Phil Downe, UCR Member

Ferry Porsche was known to prefer to see his cars with stone chips, as it showed they were being driven. The cars he built were tough and track-focused from the beginning - capable of taking an unusual degree of punishment. However, as with any mechanical object, wear is a given, particularly with my 944, which has had considerable use in track events over the last few years, and was set up exclusively for that purpose.

The PCA track community is a great place to get to know other people who enjoy honing their skills at DE events, make friends, to improve your own skill, and additionally to learn about the mechanics of your particular car. I have previously written about setting up the car for its life on the track in the 2010 Provinz series, "The Technicalities of Getting from Street to Track".

Now after twenty-eight months and fifty-two track days with the 3-litre engine upgrade, the inevitable occurred and it was time to deal with the results of sixty-seven hours of running hard.

The first signs of trouble with the left rear was when the self-locking axle nut started working its way loose. Running down the back straight, the car felt like a wobble-wheeled shopping cart. Not quite that obvious, but still little directional changes that seemed to come from the rear while under acceleration and then pulling left under braking.

Back in the paddock we found the axle nut had worked loose and was a couple of millimeters off the seated position. When this occurs keep in mind that the only thing holding the rear wheel straight is the brake caliper and rotor.

The first time it happened we just torqued it back to 340 foot-pounds and kept an eye on it. After the second time we replaced the nut and when that one also came loose it was obvious that the bearing was now damaged and needed to be replaced. No amount of tightening or Loctite was going to help.

Of course, as soon as something like that happens you start to hear the bearing noise, which wasn't as obvious as one might think since the car has a modified exhaust. I probably could have driven out the season just keeping an eye on it but when the second problem arose and the transmission wouldn't shift into first gear, it was time to schedule a trip to Kingston and spend a day in the garage at Blaszak Precision Motorsports.

Markus and I pulled off the wheel, brake caliper and rotor, removed the half shafts and exhaust system since we needed the room to work, and the transaxle had to come

out anyway. Once the hub assembly was removed the extent of the damage was pretty obvious. The rollers looked like chocolate balls smothered in a rust-colored syrup. (Fig. 1) Water had obviously gotten into this bearing in the past. Getting the outer race out of the trailing housing was the next chore. The press-fit bearing was tight to the trailing arm bore. To remove it without damaging the trailing arm, we heated up the housing to expand it before driving the bearing out. The inner wheel-bearing race portion was also fused to the wheel hub shaft and it had to be slit to relieve pressure so that it could be removed. (Fig. 2 & 3)

The last time that bearing was replaced, it was obviously done by an amateur. There were punch marks (fig. 3) in the housing from a cold punch-out and straight-line gouges (Fig. 4) indicative of the new bearing being cold-pounded back into place.

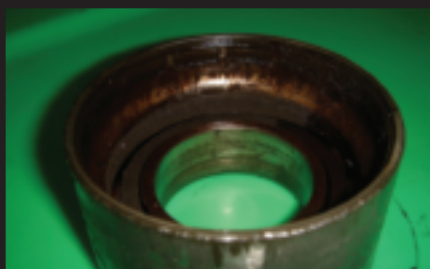
We then cleaned up all the high points and expanded the housing with heat once again to seat the new bearing easily into place with a dead-blow hammer, using an old bearing case as the punch (Fig. 5) to ensure it went in without damage. (Fig. 6).

Inside the trailing arm housing we could see the damage the loose stub shaft made during the wobbly phase. The axle shaft had been forced off of centre and left telltale metal etchings on the inside of the housing. (Fig. 7)

Now we were on to the transaxle. As the fluid drained we saw the first indication of the internal problem. The transmission fluid wasn't clear as expected but cloudy with particulate material in it. Once drained, we dropped the unit and set it up on a custom-built transmission bench with a pivoting support arm so you could rotate it 360 degrees. Further evidence of trouble was apparent once the tail housing was removed. The collector magnet was spiked with metal fragments (Fig. 8) but there was no



Fig. 1 - Contaminated rear bearing



Outer Bearing Race



Fig. 2 - Wheel hub shaft & fused bearing race



Fig. 3 - Inner wheel-bearing race



Fig. 4 - Outboard side of housing



Fig. 5 - Seating bearing in housing



Fig. 6 - Installed with snap ring in place



Fig. 7 - Inboard side of housing



Fig. 8 - Trapped metal filings

evident wear on the gears that were exposed so far. (Fig. 9) Piece by piece was stripped off as we hunted for the problem. Fifth gear, third and fourth removed, then the rods and shift forks. I must admit I was a little in awe with the myriad of connected parts and gained a new respect for the mechanics and engineers that design and build these things.

Finally with a collection box full of pins, rods and gears lying on the bench we were down to the first and second gear assembly (Fig. 10) and through a process of elimination found we could move the slider hub by hand into second gear but not into first. Four tons of pressure was needed to push the main shaft out from first gear assembly and there it was—a cracked first gear synchronizer ring. (Fig. 11)

Markus gave me that look like... How did this happen? I'd prefer to blame it on a manufacturing defect but I have to admit I do recall going deep into the braking zone for corner three, down shifting from fourth to third only to find myself out of gear as I got back on the throttle mid-corner. A little panic set in as the rear end got light and I could feel it coming around and in haste I may have missed third and shocked that first gear synchro instead. An expensive

mistake, so next time, hopefully, I'll just accept that I blew the shift and ride it out on the grass at the exit and try and explain my incompetence or brain fade to the UCR "attitude adjuster" of the day.

With a new synchro in place the reassembly was amazingly fast. It's really beautiful to see a professional at work sliding every little cog, rod, fork and pin back into its place out of a jumble of parts from a box. The fact that he stocks all the parts for this and can break it down, fix it and install it again all in the same afternoon is simply amazing!

Well with everything torqued back into place I'm back on track for the last two DE's of 2012, hopefully a little wiser but definitely with a lot more respect for the equipment we all try to master on each and every track day.

Cheers,
Phil Downe ☘

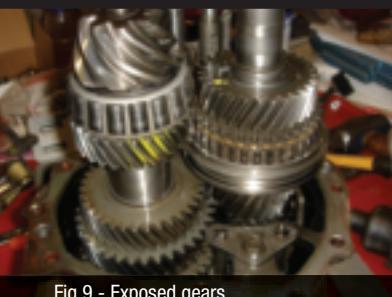


Fig 9 - Exposed gears

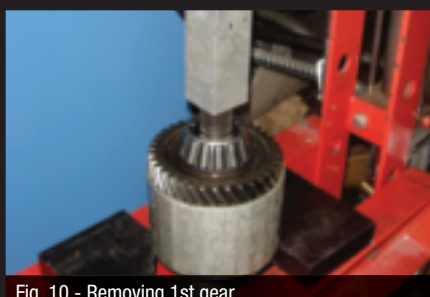


Fig. 10 - Removing 1st gear

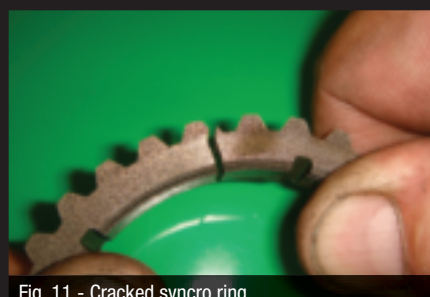


Fig. 11 - Cracked syncro ring



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SECOND SEASON FANTASTIC

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Compiled by Kye Wankum, with files from Geoff Britnell of
Fiorano Racing and Porsche Cars Canada;
plus articles by Isabel Starck and
Stan Carmichael, UCR Members; Photos as credited

With thanks to Laura & Brian Friedrich, Series Photographers,
for making their photos available to Provinz:
<http://friedrichphoto.com/IMSA>



Photo by Eshel Zweig

Again, this year, I was lucky to be included in the action of this new Canadian racing series, if only in the paddock. In only its second season, the series has made huge strides, showing an average of over 20 race cars in each event, many driven by no others than some of your very own fellow club members.

This is a highly competitive series of spec cars in three categories racing at the same time, with the classes determined by the age of the cars: the Silver, Gold and Platinum. Rules as to the preparation of the cars are very strict, leaving no room for modifications and so, the outcome is determined by race prep, suspension tuning, race craft, and driver skill. Please see more on the series rules at www.imsachallenge.ca

Further along in this feature, you will read the personal accounts of some of our fellow members' endeavours but I wanted to take the opportunity here to tell a little story of just what racing means to some of our fellow Canadian competitors. The Canadian racing tradition dates back many decades now, but the guts and grit is alive as much now as it was yesteryear.



Photo by Eshel Zweig



Photograph provided by Isabel Starck

Our fellow member, Marco Cirone had an incident at Mosport in the Saturday afternoon race of the July event between corners 5-A and 5-B, which saw him turned toward traffic as the rest of the train was coming around that tight section of the track; needless to say he got pummelled.

See the accompanying photos by Robert Moniz. The car was subsequently flatbedded into the paddock to be 'dumped' just outside the 6thGear / Bestline Autotech set-up, where everyone, including passers-by, made sad faces and comments about just how bad that damage was and how the car would likely have to be 're-tubbed' – it was 'toast'.

Certainly it would be out of contention for the remainder of the weekend. That went on for about half an hour until suddenly, George Bourke of Bestline started pounding out the bodywork with a rather large hammer and, in between blows, started to proclaim that this car could be fixed right then and there. Vito Scavone and Matt Hardiman of Bestline seconded the challenge, as did the good folks from Porsche Motorsport, and before you knew it, activity abounded as the sun set over the Mosport Oval to the west. Parts were brought in from the Porsche trailer as the 'boys' stripped



The car of Marco Cirone is being pummelled as he faces the traffic in corner five at Mosport in July; photographs by Robert Moniz

damaged suspension parts off the car and pounded bodywork back into shape.

By the time I left at around 11 p.m. to get Rudy Bartling, who had come out with me for the day, back home for a very late dinner, the 'boys' had hooked up chains from the front and rear body cross members to a dually pick-up truck up front and another at the back to pull the car back into shape. Unbelievable! Incredible? Unheard off? Yep! But, you know, I had a feeling they could do it because I know these guys to have that determination and to never give up.



Damage to Marco Cirone's car seemed too severe to be repaired then and there



The repaired car early the next morning; photos by Marco Cunsolo

Next morning, Rudy and I showed up to a crew of very bleary-eyed individuals; they had been up all night and finished work at only 5 a.m. Best of all though: they made the second race of the weekend later that Sunday morning and, in fact, Marco Cirone set the fastest race lap with the car in that race! Truly incredible... the fans loved it and the fellow competitors loved it too – that truly is the spirit of racing in Canada and the embodiment of the GT3 Cup Challenge Canada by Michelin! 🏆

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2012 SEASON WRAP-UP

By Geoff Britnell of Fiorano Racing

The 2012 IMSA Challenge Cup came to an end in dramatic fashion, as the season wrapped up at Calabogie Motorsport Park on Aug. 20th. Several stunning crashes as well as record-breaking performances highlighted the weekend action.

Speed Merchants would see the most success this weekend as they took home both the Platinum and Gold team and individual titles. Jean-Frédéric Laberge started third in platinum but used a strong weekend to take home the series win.

Saturday's race started with a spectacular crash that would showcase the durability and safety of a Porsche as Jim Hoddinott made contact with Ilker Starck's front wheel, which sent him somersaulting airborne over a guardrail landing on his roof. Thankfully, Hoddinott was not injured and was able to walk away from the car.

Lebargé avoided any major contact and used a risky pass early in Saturday's race to push past Alegra Fiorano's Carlos de Quesada to jump to the lead. He held onto the lead for

the rest of the race to finish first ahead of de Quesada and Marco Cirone.

Professional driver Kyle Marcelli would once again finish first overall but due to his professional driver status he is prevented from accumulating points and awards.



Photo by Eshel Zweig

Chris Green was once again lightning quick as he continued his success since he rocketed onto the IMSA Challenge Cup Canada scene winning his third straight race. Bruce Gregory would strengthen his class lead with a second place finish while Rob Maranda would finish in a familiar third place position.

The Silver Cup witnessed the end to a 12-race, two-season win streak for Bob Seitz, as Leho Poldmae overtook the 6th Gear Racing driver to capture his first win of the year.

Sunday witnessed similar results to Saturday's race, as Marcelli led from start to finish in an impressive display of racing.

Lebargé would make sure he would clinch the overall Platinum Championship, as he would use some luck to win the second race of the weekend. De Quesada was able to hold off the future champion, however, after losing his splitter there was little he could do. The Montreal native jumped into first just before a full-course caution was called, which lasted for the rest of the race.

Marco Cirone would also follow and jump ahead of de Quesada before the caution to finish second on Sunday.

Following behind Lebargé in the overall Platinum standings was Etienne Borgeat in second and Perry Bortolotti in third. Chris Green wrapped up his season by winning his fourth race in as many attempts while setting a track record with a best lap time of 2:05.768. Bruce Gregory was able to remain behind Green to clinch the overall Gold Cup title while Rob Maranda would finish third and clinch second overall. 2011 champion Shaun McKaigue of Fiorano Racing finished third overall for the class.

Both Silver Cup drivers were unable to finish the race as a collision between the two ended their days early. As Seitz exited turn 11, he spun into the path of Poldmae who made heavy contact with the side of his car.

Seitz was brought to a local medical centre for cautionary reasons, however was released later with only minor injuries.

The Silver Cup would finish with Seitz in first, Poldmae in second, followed behind by Gabor Foti in third. Speed Merchants won both team classes while 6th Gear Racing finished first in the Silver Series.

The IMSA racing series may be followed at www.imsaracing.net. The Challenge Cup Canada will return in 2013. 🏆

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Photo by Eshel Zweig



Photo by Eshel Zweig



Photo by Eshel Zweig



Photo by Isabel Starck



Photo by Isabel Starck



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Photo by Eshel Zweig

2012 IMSA GT3 CUP CHALLENGE CANADA BY MICHELIN

Platinum Cup As of: 2012 Calabogie Motorsports

Pos.	Driver	Victoria Day Rnd 1	Victoria Day Rnd 2	Montreal Rnd 3	Mont Tremblant Rnd 4	Mont Tremblant Rnd 5	Mosport Rnd 6	Mosport Rnd 7	Calabogie Rnd 8	Calabogie Rnd 9	Total
1	Jean-Frederic Laberge	20	20	14	6	18	9	18	20	20	145
2	Etienne Borgeat	18	12	20	20	20	8	20	14	10	142
3	Perry Bortolotti	16	14	16	14	14	18	16	12	14	134
4	Marco Cirone	6	16	18	16	16	6	14	16	18	126
5	Carlos de Quesada	7	18	7	18	7	20	7	18	16	118
6	Anthony Mantella	8	8	8	10	10	12	12	9	12	89
7	Martin Harvey	12	7	9	8	8	10	10	10	9	83
8	Jim Hoddinott	10	10	10	7	12	14	6	7		76
9	Ilker Starck	9	9		9	9	7	9	8	8	68
10	Randy Oswald	14	6	0							20
11	Jeff Pabst				12	6					18
12	John Ellis						16	0			16
13	John Baker						5	8			13
14	Christian Chia			12							12
15	Harry Blazer	5	0								5

Team Standings

Pos.	Driver	Victoria Day Rnd 1	Victoria Day Rnd 2	Montreal Rnd 3	Mont Tremblant Rnd 4	Mont Tremblant Rnd 5	Mosport Rnd 6	Mosport Rnd 7	Calabogie Rnd 8	Calabogie Rnd 9	Total
1	SpeedMerchants	20	20	16	12	18	14	18	20	20	158
2	GT Racing	18	14	20	20	20	10	20	14	14	150
3	6th Gear Racing	16	16	18	16	16	18	16	16	18	150
4	Alegra Fiorano	10	18	10	18	10	20	9	18	16	129
5	Wingho Motorsports Racing Inc.	14	10	12	9	12	12	14	12	12	107
6	SCB Racing	12	12		10	14	9	12	10	10	89
7	Wright Motorsports						16	10			26
8	Pfaff / Fiorano Racing				14	9					23
9	SpeedMerchants/ Open Road Racing			14							14
10	Drive for Success, Inc.	9	0								9

Gold Cup As of: 2012 Calabogie Motorsports

Pos.	Driver	Victoria Day Rnd 1	Victoria Day Rnd 2	Montreal Rnd 3	Mont Tremblant Rnd 4	Mont Tremblant Rnd 5	Mosport Rnd 6	Mosport Rnd 7	Calabogie Rnd 8	Calabogie Rnd 9	Total
1	Bruce Gregory	18	20	20	20	20	16	18	18	18	168
2	Robert Maranda	16	16	18	16	18	18	12	16	16	146
3	Shaun McKaigue	20	12	16	12	16	14	10	10	12	122
4	Tim Sanderson	0	18	14	18	14	12	14	14	14	118
5	Chris Green						20	20	20	20	80
6	Michael Levitas	14	0		14	12	10	0	12	10	72
7	Andrew Danyliw	12	14		0	10					36
8	Peter Collins						9	16			25

Team Standings

Pos.	Driver	Victoria Day Rnd 1	Victoria Day Rnd 2	Montreal Rnd 3	Mont Tremblant Rnd 4	Mont Tremblant Rnd 5	Mosport Rnd 6	Mosport Rnd 7	Calabogie Rnd 8	Calabogie Rnd 9	Total
1	SpeedMerchants	18	20	20	20	20	18	18	18	18	170
2	Fiorano Racing	20	18	18	18	18	16	14	16	16	154
3	TPC Racing	16	0		16	16	14	0	14	14	90
4	SCB Racing	14	16		0	14	20	20			84
5	Pfaff / Fiorano Racing								20	20	40
6	MGM						11	16			27

Silver Cup As of: 2012 Calabogie Motorsports

Pos.	Driver	Victoria Day Rnd 1	Victoria Day Rnd 2	Montreal Rnd 3	Mont Tremblant Rnd 4	Mont Tremblant Rnd 5	Mosport Rnd 6	Mosport Rnd 7	Calabogie Rnd 8	Calabogie Rnd 9	Total
1	Robert Seitz	20	20		20	20	20	20	18	20	158
2	Leho Poldmae	16	16		18	16	18	16	20	18	138
3	Gabor Foti	18	18		16	18	16	18			104

Team Standings

Pos.	Driver	Victoria Day Rnd 1	Victoria Day Rnd 2	Montreal Rnd 3	Mont Tremblant Rnd 4	Mont Tremblant Rnd 5	Mosport Rnd 6	Mosport Rnd 7	Calabogie Rnd 8	Calabogie Rnd 9	Total
1	6th Gear Racing	20	20		20	20	20	20	18	20	158
2	TPC Racing	16	16		18	16	18	16	20	18	138
3	Fiorano Racing	18	18		16	18					70
4	SCB Racing						16	18			34





Photograph provided by Isabel Starck

GT3 CUP CHALLENGE

A MEMOIR FROM PIT LANE

By Isabel Starck, UCR Member

Racing. It's every young boy's dream. Often though, many youngsters are unable to realize that dream until much later in life. Life responsibilities seem to pile up year after year, and before long racing is a faint memory. However, for an eager and determined few, that memory is kept alive, and when the time is right the decision is made to follow their dreams. By this time, of course, you may have a few kids and a spouse to share the excitement with, which makes it all that much more fun!

The following is my account of Ilker's first year of racing in the 2012 GT3 Cup Challenge Canada IMSA Series.

The adventure begins in Asia with the purchase of our sixth Porsche, a 2010 GT3 Cup Racecar. Ilker had just finished his first season racing in the CASC Regional GT Challenge Series, when plans for 2012 were on the table. He found the best car for the money and it was in Hong Kong at Jebson Motors. Soon the car arrived. What an exciting day. I recall going to the bonded warehouse near Pearson Airport to view it for the very first time. She was a beauty, and a monster all wrapped into one.



Photograph provided by Isabel Starck; <http://friedrichphoto.com/IMSA>

As winter ended we were ready for the season to begin. I felt confident Ilker was in the best hands with our team. I didn't feel the uncomfortable anxiety at the start of the 2012 season as opposed to last year. Especially considering we had just discovered we were expecting our first child and daddy to be was going to be participating in a high-risk hobby.

The kickoff race was held at Canadian Tire Motorsports Park (Mosport), home track to many UCR members participating in the series. Out of 26 total cars/drivers in the Canadian Series, a total of 11 are from our very own local chapter: Marco Cirone, Andrew Danyliw, Gabor Foti, Martin Harvey, Anthony Mantella, Shaun McKaigue, Jim Norman, Randy Oswald, Tim Sanderson, Robert Seitz, and finally Ilker Starck.

The first race proved racing is racing and you can't control everything. After watching Ilker wiggle through turn 10 a number of times, we realized his throttle was stuck and he was having trouble downshifting. I couldn't wait for the 45-minute race to be over. Finally, with two races down in the 2012 season, Ilker brought the car home in one piece and I was relieved. Although he didn't make it to the podium, I was truly proud of his performance and of our team. >

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July brought us two racing weekends, first at the Circuit Mont Tremblant in Quebec, then back to CTMP/Mosport, sharing the weekend with the ALMS field. At Mont Tremblant, Porsche Cars Canada hosted a mixer for the drivers and guests where we could mingle and get to know one another. I was happy to meet fellow racer wives and girlfriends and talk about the experiences shared while watching our men on the track. Racing makes the men in our lives happy, and they are truly passionate about it. None of us could ever imagine them giving it up, it has become such a part of their lives.

On race day, Ilker was running well, keeping out of trouble, and inching himself forward with every lap. Near the end of the race he tried to make a pass, and spun the car. Needless to say, he lost all the hard work of inching forward, but with luck on our side he was able to save the car and brought her home unscathed.

The ALMS weekend at CTMP/Mosport was quite a success for us as a team. A guest driver, Chris Green, took first in both Gold Class races, setting class and track records for the series in our SCB Racing car. It proved to be a group effort as Chris and Ilker were running side-by-side for most of the races. Sadly, Ilker's car experienced a mechanical failure and our hopes of finishing on the podium were lost. It was here that I felt a deep feeling of disappointment, as I was on pit wall when he came in. The control arm had broken and he was out of the race.

Luckily our team was able to repair the failure in time for race two. Again, Chris and Ilker were side-by-side at the front of the pack. The track was wet for the start, but with clearing skies on the horizon everyone ran on slicks. Whether it was driver



Photograph provided by Isabel Starck



Photograph provided by Isabel Starck



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Photograph provided by Isabel Starck

error or just racing, Ilker spun in the first lap, placing him at the back of the pack. I couldn't believe the luck. But still, I was very happy he was able to bring the car and himself home in one piece.

Finally, we had reached the season finale held at Calabogie Motorsports Park. It was quite impressive to see our series was the headliner for the weekend, with advertising throughout Ottawa including a huge banner at the airport. This must be what the pros feel like. Unlike the previous weekends, both races were on Sunday, with only four hours between them. I remember it well, as I arrived just 60 minutes before the start of race one. Ilker and the crew had already been there for two hours or so and were already gridding up. I made my way to him in the middle of the paddock, and just as I wished him a safe race, I felt an uneasy feeling in my belly. Being pregnant, I wasn't sure what it could have been but I knew I had to sit down, and fast.

Not 45 minutes later at the start of the race Ilker was involved in a very serious crash, which sent a driver over the rail in turn three. I was on the upper deck of the Porsche Club when I heard the news on the announcer's radio. Car number 59 was involved in an accident, three cars were involved, and I knew Ilker was right beside him on the previous lap. My heart sank. My stomach constricted. I looked to pit lane and I saw our crew chief give the "wrap it up" signal. It was the longest 10 minutes of my life. The team tried to set me at ease and assured me he was all right, but I didn't believe them until I saw for myself. Shortly thereafter Ilker arrived in the tow truck with our #48 loaded. He was safe and unharmed, as was Jim Hoddinott, the driver who landed over the guardrail. I was relieved, then the emotions took over and tears began to flow. 🌀



Photo by Eshel Zweig

IMSA GT3 CHALLENGE CANADA

AN ADVENTUROUS ROOKIE SEASON

By Stan Carmichael

Every once and a while an exciting new challenge is thrown your way. That's what Tim Sanderson did to Yarko Matkowsky and I last December when he decided to try his hand at Cup car racing in the IMSA GT3 Challenge Canada. So the three of us showed up at Mosport in May as rookies; eyes wide open and eager to learn. Learn we did, there was no other option.

We were in good company, our friend; Shaun McKaigue was starting his second season. We were also supported by Gianni Panico's Fiorano Racing organization, plenty of experience there. When we arrived at Mosport for the first race, we found ourselves surrounded by racers we had met over the years and, of course, many we had yet to meet. We soon discovered this series was a traveling road show, competitors and support staff, (IMSA, Porsche Motorsports and Michelin), working together to provide exciting racing for the fans. We were a family in the paddock, competitors on track and quickly felt at home in our new environment.

Tim competed in the Gold class (2005-2009 model years) with Shaun, as Fiorano Racing teammates. Bruce Gregory and Robert Miranda from Ottawa and Michael Levitas from Maryland were our primary competitors, and worthy adversaries indeed. Other drivers made race-to-race appearances; these five would com-

pete for the championship this season.

Yarko and I soon discovered that there is a lot more work at this level of competition. The Cup car is a very reliable and capable machine, but it needs constant attention to be at its competitive best. The folks at Porsche Motorsports were very helpful to us as we learned to prepare and service our car.



Photograph provided by Isabel Starck

One of the biggest differences in this series was the technical inspection process. IMSA had a trailer in the paddock for this purpose and we were all required to present our cars for inspection before the start of our weekend. This rigorous process became second nature to us after a while. Competitors had an appointed time to present their car for 'tech'. On passing this, we were given a 'tech sticker' for that event. Top finishing cars returned to tech to ensure they still met the strict requirements. It sounds very rigid; and it is, but the IMSA staff were very helpful at ensuring we all passed the test. The main goal was to get the cars on track, it is a show after all and the show must go on!

We began our season early, Tim learning a new car and Yarko and I learning to care for it, we tested at VIR and Mosport several times in preparation for our first start. With Gianni's help we felt prepared and eager to race at Mosport for the Victoria

We began our season early, Tim learning a new car and Yarko and I learning to care for it, we tested at VIR and Mosport several times in preparation for our first start. With Gianni's help we felt prepared and eager to race at Mosport for the Victoria



Photograph provided by Isabel Starck; <http://friedrichphoto.com/IMSA>

Day weekend event. That didn't help us; we lost fourth gear during practice on Friday. Tim and I watched the first race from the inside of corner three; Yarko was at Fiorano preparing to rebuild the gearbox that evening. After the race, Gianni joined Yarko with a team of mechanics, including a borrowed wrench from Speed Merchants: "Billy" an ex-Formula 1 gearbox mechanic with Red Bull. It was late Saturday night when I discovered we would start the second race on Sunday, our first of the season.

Tim started from the back of the field Sunday, but he started. He then proceeded to carve his way through the field to third place in class, he had some help from over-zealous drivers but he got the job done. Later that third became second when the first place car failed tech. We left Mosport impressed with our new series and encouraged by our performance.

Our next stop was Montreal for the Canadian Grand Prix. We would be running with the US Cup car series, on Yokohama tires for this event. I can summarize the weekend in one phrase: "Hurry up and wait". That's what we did all weekend for one rain-shortened practice, an iffy qualifying session and a 30-minute race. Tim was doing well until he spun in corner six. No damage was done except one ego and a few valuable championship points.

Two-weeks later we were back in Quebec,



Photograph provided by Isabel Starck



Photograph provided by Isabel Starck



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Photograph provided by Isabel Starck

this time the scenic Mont Tremblant. The weather was perfect and we enjoyed the racing and the beautiful resort setting. Tim didn't qualify that well, but on Saturday, he fought his way to a solid second with an inspired drive. Sunday, he found himself in a battle for third with Shaun. One little mistake, running wide off a corner with a couple of laps remaining, gave Shaun the final podium spot that day.

The ALMS weekend at Mosport was our next event and we had plenty of cars to contend with as a few of the US series drivers competed with us as well. Both the US and Canadian series were on the bill for this weekend. Oddly, we were off the pace all weekend, not slow; just not fast enough to get in the middle of the fight. That is until Sunday when, after following Shaun for 15 minutes, Tim stuck it deep into corner one and took fourth place. He then became the fastest car in class, and for the next fifteen-minutes he erased an 18-second gap to catch the third place car driven by one of the US series drivers, Peter Collins. Sadly, he ran out of laps before he could claim his third podium of the season. It was an exciting race.

The season finale was at Calabogie, Bruce Gregory's track. I mention this to illustrate the level of sportsmanship we enjoyed in this series. To his credit, Bruce invited all of the competitors to a private test day the

week before the event; sharing his knowledge and experience at the track he helped conceive and build. He earned the championship this season and our respect.

Tim drove two solid races at Calabogie, but couldn't find the speed to claim a podium spot. We were fast at times but not fast enough, soon enough, to contend. This is 'One Make' one-design racing, all of the drivers and cars were well prepared and the competition is very close. Two fourth-place finishes to end our rookie season left us four points short of Shaun McKaig, fourth overall in the championship. Robert Miranda came second to Bruce Gregory.

Well, you could say the points we lost by not starting the first race of the season cost us third place, and they did, but that is racing, you learn to take the good with the bad. Oddly, we left Calabogie feeling like winners. We had traveled a long and sometimes difficult journey. We came to this new series in May, knowing we had no experience with the car or this level of motor sport. We left with the car intact, and except for the gearbox issue and some fuel pick-up problems, we ran trouble free. We earned two podium finishes in our first season and were knocking on the door in the other six races we ran. Not bad for a bunch of rookies! Preparations have started for 2013 - we won't be rookies next season. 🏆

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The fantastic field of three classes of Porsche GT3 Cup cars lining up to take the green flag on the front straightaway at beautiful Circuit Mont Tremblant in Quebec, as the Porsche Panamera pace car has pulled off the track into the pit lane. Photograph by <http://friedrichphoto.com/IMSA>



FIVE YEARS ON

GT3 RS

STANDS THE
TEST OF TIME

Story and photos by Ronan McGrath,
UCR Member



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***“Hi, its Antje. I have some news for you.
Please call me back as soon as possible.”***

That’s when it started. I had been trying to get an RS in 2006, but the 2007s were all sold. So were the 2008s.

Antje Grey at Downtown Fine Cars had been sympathetic, but doubtful. The first generation 997 RS was a bit of a market experiment in North America for Porsche, and Canada had a limited allocation. It had been many years since any had been released for the market here. Still, every few months I would call to see if there was any chance.

Nothing.

Then, months later, the call came. There had been a cancellation, the car was here, there were six people on the list for it. Did I want it? Had to decide immediately.

I picked up the Viper Green RS the next day. The car had a very expensively specified interior with green stitching, console and dash, but was in the colour I had wanted all along. Antje had managed it.



Antje Grey of Downtown Porsche

It is hard to believe five years and 22,000km has gone by since then. The car has become a permanent resident of the garage, and I doubt if it will ever be sold. As I have previously written, it was shipped back to Germany by boat to make up for the missed factory pickup so it could be run at the Nürburgring and Spa for a full week, as well as an extensive series of autobahn runs. Since then it has been to Mosport, run in the UCR rallies, finishing first and last (always good to distinguish yourself) and has participated in both rallies at the Porsche Parade in St Charles.

After five years, the car still looks quite new, with few signs of wear.

The Metzger engine is pretty bulletproof if properly looked

after, and there has not been a single issue.

The front splitter is set very low on the RS.1 and predictably should be treated as a consumable if there is any need to enter an underground parking lot. I barely notice the loud scraping sound any more as it files down the splitter, or the whoosh of the dollars leaving my wallet for a periodic replacement. I am now on splitter number four.

The original PS Cup tires were replaced twice, and while superb in dry weather require a skill level greater than mine to drive briskly in heavy rain. After the third set I decided that it was time to try something different and fitted Michelin SuperSports. These are also high-speed tires with just a touch less grip that the Cups, but provide hugely better wet grip, and are a better general purpose tire for road use. They also wear much better.

The unpleasant surprise was the clutch. I have driven stick shift cars all my life and even in hard use typically get 60-80,000km on a clutch. I noticed it becoming heavier as time when on. There was no slippage. A preliminary examination showed not specific fault, so I continued to drive. The heaviness continued to increase until it was unpleasant to drive. At 17,000km it was beyond my comfort zone. A further examination revealed the need for a replacement. This has been the only unexpected failure in five years.

The interior shows no wear apart from the Alcantara steering wheel, which shows pilling of the material.

The only modification to the car was the immediate fitting of black grilles on the open intakes in front which are magnets for all sort of dirt. Strangely, Porsche did not offer these, though they were fitted as standard on succeeding models.



Aesthetically, the Generation 1 car appears to be a better resolved design than the Generation 2 with its tidier rear wing design, although the later car is a very significant advance aerodynamically. The traditional green colour with the simple black graphics ties the overall package together in a more coherent manner. It has worn well.

When I bought another RS, I thought briefly of selling the older car, but simply could not part with it. So, it leads a slightly quieter life than in its first years, but now and then the opportunity arises and the incomparable Metzger once again growls its competition heritage. There are faster, better and much more advanced cars out there now, but there is something very special about physicality and simplicity of the RS.1 that continues its appeal undimmed. ✱



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New Members continued from page 7

Name	Location	Model	Thanks To
Brian Mordes	Toronto	12-Cayman	Downtown Porsche
James Murchie	Brantford	08-Boxster	
Remani Nazmin	Ajax	08-911	Downtown Porsche
Philip Norgard & Nezia Dusang	Mississauga	05-911	PCYC
James Ordanis	Toronto	98-Boxster	Zorotech
Jie Pan	Toronto	13-Cayenne	Downtown Porsche
Mark Poznneky	Toronto	13-Boxster	Downtown Porsche
Robert & Nancy Quinn	Etobicoke	05-911	
Christopher Robertson	Burlington	11-Boxster	Downtown Porsche
Jakub Rucinski	Toronto	88-911	
James & Pamela Sellner	Waterloo	04-Cayenne S	
Igor Stanislavsky	Aurora	12-911	Warren Biback
Shawn Teague & Nikki Robb	Innisfil	81-911 SC	
Steve Tsai	Etobicoke	13-Cayenne	Downtown Porsche
Charles Vallance & Wilma Spence	Oakville	08-911 C4S	Segal Motorcar
Nick Veronica	Toronto	12-Cayenne	Downtown Porsche
Douglas & Jeff Wagner	Barry's Bay	73-914-6	
Richard & Claire Zuccato	Ancaster	05-Boxster S	

Photo and anecdote submitted by UCR member, Jeff Wagman

I was with Chris Pfaff on a drive and we saw this fabulous long driveway of a deserted property and thought, let's check it out. Chris said, take a picture of the car parked here, it will look awesome. Guess he knows Porsche photography as well as he knows Porsches!



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PORSCHE CAMP4 CANADA DRIVING PROGRAM RETURNS FOR 2013

MULTI-DAY WINTER DRIVING EVENTS CHALLENGE DRIVERS TO EXPLORE THE EXTREMES OF PORSCHE SPORTS CARS – AND THE CANADIAN CLIMATE

Starting again this February, a fleet of 20 Porsche Boxster and 911 models - will be found carving through the snow, in blatant defiance of the conventional wisdom that says high-performance sports cars should be garaged for the winter.

One of the highlights of the latest edition of Camp4 Canada will be the opportunity for customers to drive the all-new 2013 Carrera 4 models for the first time. Behind the wheel of these new all-wheel drive sports cars, as well as the new-generation 911 Carrera and Boxster S, Camp4 Canada participants will learn valuable winter driving skills and explore multiple specialized snow-bound “race-tracks” at Mécaglis, a dedicated snow- and ice-driving facility outside of Montreal. Twisting, ice covered road courses are complimented by an enormous winter skid pad, all of which allow drivers to explore the Porsches’ limits in safe and controlled situations.

Using the nearby Estérel Suites, Spa and Lake hotel as its base, Camp4 Canada is ideally situated in one of the most picturesque parts of the country. Participants from Canada, the U.S. and around the world will be treated to spectacular winter scenery and the five-star hospitality for which Porsche Driving Experience events have become known for worldwide. The location, easily accessible from Montreal and a short distance from Mont-Tremblant, also makes it easy for participants to integrate Camp4 Canada into a more extended holiday that might include skiing in the Laurentian mountains.

“Camp4 Canada is the perfect complement to our brand and products,” said Laurance Yap, Porsche Canada’s Director of Marketing. “It’s designed to convince potential customers that all Porsche vehicles, including the sports cars that form the foundation of the Camp4 Canada program, are all-weather machines and can be driven through the winter with a bit of preparation and the proper driving techniques.”

“We are very excited to be hosting Camp4 in Canada for a third year in a row,” added Joe Lawrence, President and CEO. “The success experienced in past years as well as the incredibly positive feedback received from guests made it an easy decision when deciding to repeat the event in 2013. At the root of our brand, we find Porsche Intelligent Performance; a formula based on the premise that our vehicles are designed and built to offer ever increasing performance and efficiency through technology and lighter weight. What a better occasion than this one to have participants experience this compelling formula in our country’s winter wonderland.”

Camp4 Canada comes in two different flavours: Camp4, a four day event with two full days of precision winter driving, and Camp4S, a five-day performance experience, with three full days of driving for those who are ready to tackle the next level. No matter what the experience level of the participant, the ultimate goal of both programs is to elevate guests’ driving abilities and confidence through expert instruction and plenty of seat-time. Camp4 Canada is just one part of a comprehensive range of winter driving programs offered by Porsche worldwide, including Camp4 events in Switzerland and Finland, as well as more advanced Camp4S and Ice Force events staged on specially-prepared frozen lakes north of the Arctic circle.

Porsche Canada will offer only four multi-day waves of Camp4 Canada. Wave 1 runs from January 31 to February 3, 2013; wave 2 from February 3-6; wave 3 from February 5-8 and wave 4 from February 8-12. The prices begin at \$4,995 for Camp4, and \$5,995 for Camp4S, and include accommodations, food and transfers between the hotel and the driving centre. Reservations can be made by calling 1-800-PORSCHE or by visiting www.porsche.ca/camp4. ❄️

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MEMBERS' RIDES



MEXICO-BLUE

By David Watson, UCR Member; photos by Eshel Zweig, UCR Photo Editor



This 1970 911 was purchased from the original owner in Hollywood CA. It was a well-used running 911 T without sunroof, excellent body in its original colour of Conda Green.

Mike Ryan and I immediately brought it back to our shop in Corona, CA and stripped it to the tub, which began a 6-year restoration of this car.

The tub was assembled on a rotisserie and received the following treatments:

- removal of all paint and debris
- repair any rust or damages
- tub was 100% stitch welded
- wevo braketry for sways
- RSR reinforcements + braketry throughout, 993 rear firewall installed, suspension point and torsion bars gusseted and prepared for modern Carrera installation
- hand made RS flares installed
- RS front and rear bumpers
- RS engine cover with duck tail
- PPG Mexico blue single stage paint applied

When the chassis returned it received the following suspension and brake treatment:

- refurbished 1986 Carrera suspension with oversize torsion bars, polybronze or polyurethane bushings
- Boxster S braking system
- Carrera rotors etc.
- Sachs Sport shocks
- Weltmeister sway bars

Engine

- 2.5 high compression - red line 7800rpm; 207hp.
- 1967 aluminum case and all ancillaries; i.e. 2.4 crank, polished balanced rods, cam towers, etc. prepared by Ollies to RSR specifications
- twinplugged S heads with RSR springs

- sport cam shafts
- JE forged piston
- blueprinted turbo oiling system, piston spray, by pass, etc.
- Carrera oil sump and RSR remote cooler
- twin coil pack ignition system
- all Carrera upgrades for strength
- PMO carburetors
- headers with stainless M&K muffler
- 901 transmission R spec prepared by TRE California

- all stainless steel or aluminum hardware
- pedal cluster restored and rebushed
- J-West technologies 901 shifter

Mike Ryan and I build and restore pre-1995 Porsche 911s and can help with acquisition of candidate cars and western USA sourced parts through our well established network of providers. We currently work between our businesses here in Burlington, Ontario, Canada and San Clemente, California. 🌟

Interior Notes

- full gauge rebuild - Hollywood Speedo
- all leather done by John Moch in California
- Recaro sport seats from early GT2
- RS carpet
- RSR door panels
- full interior delete
- all glass and chrome restored, replaced where needed

Other Notes

- center fill fuel tank / through hood
- battery relocation
- French H1 driving lights
- Fuchs 7 & 9 inch wheels with RSR frosting
- Toyo R888 tyres
- wiring harness restored / repaired



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RKT Marketing – Taking the Mysery Out Of Social Media

By Richard Shepard, President RKT Marketing

Back in 2008 my wife and I decided that we really wanted a convertible and that it had to be something fun. After driving almost every convertible on the market, I stopped by a Porsche dealer not knowing what to expect. After a single test drive we knew that the Boxster was the car for us. We found a beautiful metallic-blue Boxster S that was a blast to drive and turned heads as we passed, we have been hooked on Porsches ever since.

We were fortunate enough to meet another Boxster driver on a tour in the country one day and he told us about the Porsche Club. Soon after, I joined the club and immediately got involved. Over the past few years, I have been a passionate volunteer at Shift into Spring/Open House, and the Club Race. I have been the Chair and a Co-Chair for the Concours d'Elegance for the last three years. Last year I took the role of publisher of Provinz, working with our Editor Kye Wankum, and having a great time. I also took on the social media for the club, managing the Facebook, Twitter, and Google+ accounts for the Upper Canada Region. Volunteering in the club has allowed me to meet some great people, learn new things, improve my skills, and have a lot of fun.

Doing the social media for the UCR has taught me a lot about using social technologies and engaging with our fellow members.

There are 7 important ways I have found that social media works for UCR and they can all work for your company.

1. People are talking about your company online anyways and this gives you a chance to join the conversation. You get a chance to respond to negative comments and thank people for their positive comments. You can turn a satisfied customer into your best sales person and they will work for you for free.

2. You get fewer calls to customer service or customer support lines with simple questions since they can find the answers online. This frees up your sales and customer service to help out your key customers for more sales. Using social media they can now access you 24/7 and you do not have to hire more customer service staff.



3. Having your brand online with a consistent appearance will improve brand recognition, which makes you more credible and builds trust with customers.

4. You learn what people want to hear about and what they don't care about very quickly. The amazing thing about social technology is the speed that you can get feedback from the people that you engage with.

5. A great social campaign is not about direct selling, it allows you to build relationships and have conversations with your customers so they know and trust you and buy from you again and again.

6. You can learn directly from your customers what they are doing with your products so you can improve your product so it sells better.

7. The biggest investment you have to make is the time to set up and maintain your profile. If you have lots of spare time you can read websites, blogs, guides and tutorials to find out how to make this work for you at no cost. However, wouldn't your time be better spent building your business, being with your family, or driving your Porsche in UCR events?

If you would like to find out what your profile looks like online from your customers' perspective or get your company started online, please visit our website at <http://rktmarketing.com> and request a free online report. Or you can contact fellow PCA member Richard Shepard directly at 416-559-2960 or rs@rktmarketing.com. ☘

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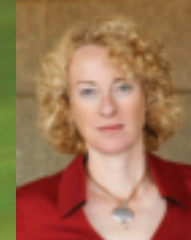
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OBJECTS OF *Desire*



Emily Atkins
Provinz Associate
Editor

Moving on

I am not a fickle person. Once I decide I like something, or someone, I am wholehearted about that feeling. It's not easy to dissuade me.

So the demise of my beloved red turbo in July was extremely distressing. What should I do? The options appeared to be limited: rebuild or replace the motor, or find a car that worked. Quitting was never an option. Rebuilding or replacing the engine was the sentimental choice – it would bring back the car I loved, the handling I know and would entail few surprises.

However, there was one huge drawback. It would take time. Time to locate and check out a new motor, time to install it, time to scope out the damage to the old one and determine what it would take to rebuild it. And then waiting while the mechanic got to work.

I'm not fickle, but I'm not a patient person, either. Facing the end of my driving season in mid-July was a non-starter. It would have been far too painful knowing that track time was passing me by, that my friends were all out there enjoying themselves, that I was missing the chance to drive and become a better driver.

The problem of the dead car needed a quick solution. A girl's got to have a reliable partner. I had to make the practical choice. The priority was driving – this summer. I love driving more than I loved the car. It was time to move on.

Still, with a considerable feeling of reluctance, I went car shopping. It actually felt disloyal, and possibly stupid to be seeking a replacement for one I loved so much. Would you leave a friend just because they got sick? Would you abandon them because they were having trouble? I wouldn't. So I had pangs of guilt as I test-drove potential replacements.

But as the need to drive overwhelmed the feelings of nostalgia, I was able to choose a suitable candidate. Things started to look brighter. My natural optimism resurfaced. Suddenly here I was with a whole new start.

Plus, my new car's a bit more of a bad boy than the last. And you know, girls like the type. It's rough and ready – not a hint of show car about this one! I sacrificed a few niceties, like a rear wiper, working sunroof and the big amp – but I gained a great pair of Recaro seats, a brand new five-point harness and a newly replaced turbocharger.

I'm having fun again. Sure, this one's bad-boy attitude is making me work a little. It's taking some time to get to know each other. But I sealed the deal by getting a new set of rubber, all the way round, and I think it likes it. I still have to get to the level of trust I had in the red one, but it's coming. You can't cement a relationship overnight, and looking back, it took almost a year to get it right with red.

The dead, red car remains on the trailer in my brother's yard. Fortunately, it's far away and I don't have to see it. If it were in my garage or driveway, confronting me every day, it would be so much harder. Comparisons between the two cars would be inevitable, and the old one would win on almost every count. It's lovelier to look at, it has more features, and it's a far more nicely mannered street car than the new one. There are one or two reminders lingering in my house – the carpet from the rear hatch is in my basement, and the spare key floats about in my junk drawer, surfacing now and then. For the most part, out of sight is out of mind and I let the little reminders refresh the lesson I learned about taking better care.

Of course I have regrets. But I try not to let them bother me. Moving on is the only way. There's no point in wallowing in the past. I have absorbed the expensive lesson this episode taught me and I'm moving on to better things. ☘

2012 FUN RUNS



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

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Submitted by Steven Revoy

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gfc@grca.on.ca
www.ganaraskaforestcentre.ca
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Facilities include: small snack bar; indoor washrooms; indoors or outdoors for lunch.

\$30 per vehicle (includes a map of the forest), regardless of number of passengers, maximum registration of 15 vehicles. If we get 10 or more we will get a discount.

Tail and brake lights will be inspected. Tow hook/eye-hook recommended.

To register, contact Steven Revoy srevoy@gmail.com ☎

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

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



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TRACK TALK

It's hard to say goodbye. Sometimes you have the privilege of working with someone who provides no drama, no complaints, no special attention and does his or her job in an exemplary manner. As one of the cogs in a well-oiled machine, these people bring a level of professionalism to a volunteer position that you couldn't pay someone for. They jump in with helpful suggestions, prevent you from making poor decisions and generally look out for the health of the whole program. These aren't selfish people. They stand out in the wind and the rain for the sole purpose of keeping others safe. Then they give more of their time to help us enjoy our chosen hobby.

While we have many of those people on the Track Team, it's Scott Wilkens, our Tech Chief who I'm referring to today. After 10 years of certifying our Tech Inspection Centres, designing our Tech Forms and inspection processes and making sure we are safe at the track, Scott is stepping down. He's not leaving us. His intentions are to continue instructing and possibly do some direct work with the White and Black run groups. He's done more than his share of supporting the Advanced Driver Education Program and wants a little more time to enjoy the social aspects of our events. I think he just wants to finish his coffee for once... lol.

While we are sorry to lose the rock-solid support of Scott and his faithful helper and son Sean, we are so privileged to have worked beside them. So on behalf of the Track Team, the DE Program and the Club in general, thank you Scott for your service and your friendship all these years. Please don't hesitate to tell Scott and Sean how grateful you are too when you see them at the track. They might even have time to stop and talk to you now.

Speaking of "at the track", it's that time of year again. There is only one more Advanced Driver Education event left on our 2012 schedule and it's a beauty. Our annual Oktoberfest event is coming up quickly on Saturday and Sunday October 13 and 14. This is the last chance for you to finally get that line right. This is the last chance to legally put the pedal to the metal and enjoy the marvel of the Porsche automobile. The turbo cars love

the cooler air and all engines breathe better and create more horsepower at this time of year. So before you even consider hanging it up for another season come out to Oktoberfest and share the track and the food with us one more time. What else are you going to do? Rake leaves? Come to Mosport and share the weekend with a hundred of your closest friends and their Porsches. Doesn't that sound like a great idea?

Forgot to sign up and wishing you had? Our Oktoberfest gift to you is no late fees. You can sign up late for this one event and we'll not charge you the \$50 late fee. We're doing that just this once, so don't ask again. We really want you to come out and drive with us, so sign up now and enjoy the beautiful fall weather, the amazing German food and of course, the German beverages. It's hard to beat a combination like that.

We are a month away from planning the dates and events for the 2013 Track Schedule, so if you have any ideas or requests, now is the time to make your suggestions. If your suggestion is that all events should be free and held within two blocks of your house, don't bother. I already suggested that. I'm in discussion with the Track Team and trying to figure out how we could do all three Ontario tracks each season. Mosport, Shannonville and Calabogie would certainly test your skills and make for a great DE season. The difficulty would be scheduling so that the largest number of participants could attend. I was a little disappointed with the turnout at Calabogie this year. The event was awesome but we lacked the numbers to make it a complete success.

We definitely have to manage a third IDS in the 2013 season though. The demand this year demonstrated that there are many people who buy cars during the track season who wish to join us. While we offer them alternatives so they can still get in, nobody does it better than our Chief Instructors and their team of incredible Instructors. There is some onus on the people who wish to join in though. It's hard to be very sympathetic to someone in April when registration has been open since January 1. If you want to learn to drive your car well in a fun, safe environment, sign up early. I promise that everyone who signs up on New Year's Day will get in. I make such easy promises... lol.

So here is my sales pitch. If you can come to every event of the season, like to stand out in the rain, like to get up early, can process over a hundred people in less than an hour, know what a torque wrench is, want to be responsible for everything that goes wrong and can do all that with a smile on your face, then you're our candidate for Tech Chief. In return you will be rewarded with the satisfaction of a job well done, the accolades of your fellow trackies and free pizza at the Track Team meeting. (Limit two slices per member) Can I sell it or what?

See you at Oktoberfest,
Dave ☺



Dave Osborne
Track Chair



Scott Wilkens at left, and with son Sean Wilkens;
both photos by Andreas Trauttmansdorff

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MART

2002 Carrera 996 C2; Black on black leather, great condition, no rust, sport flared rocker panels, water-cooled engine, 6-speed manual transmission, 4 valves, 320 HP, air cond, heated mirrors, speed-activated rear spoiler, and more. Extras: advanced teck pkg, heated/power seats, 18" Lt alloy wheels, new tires, replaced IMF bearing & clutch as precautionary (Mantis Sport) always winter stored, AM/FM CD 6-changer, mileage 93,000K. Asking \$36,000.00. Will certify. Contact Verne on cell at 519-223-0214 or vwalker@alliancesecurity.ca

1996 993 Porsche 911 Targa; Polar silver exterior, black interior, 6-speed manual transmission, everything works including AC, excellent condition, only 25,000 miles. Glass roof opens for a convertible feel but car retains the coupe styling. Always garage-stored, never winter-driven. Serviced by Auguste Lecourt. Clean Carfax, manuals, no modifications, all original. Asking \$35,000. Please call Bill at 905-658-8388 or email me at bill@bookdepot.com

2004 996 GT3; Canadian car with 50,000 KMs, in mint condition, 100% accident-free, garage-kept, 2nd owner, serviced at Pfaff and EU Autowerks. GT3 seats with Porsche crest, Porsche half cage, 6-point harnesses. Meridian Metallic exterior and black interior, Bi-Xenon headlights, thicker steering wheel. Asking \$67,000. Contact Peter at 416-880-8308 or peter.a.ban@gmail.com

Wanted: Manual for 1999 911 Carrera Cabriolet; I can be contacted by email at davidverity@sympatico.ca or by phone at 705-787-3674.

1996 993 Twin Turbo; Polar Silver. grey and black interior, Xenon highbeams and executive carbon fiber interior panels. Originally a Florida car. Two Owners. Never winter driven. 38,388 m / 60,000 km; all work by Rudy Bartling and Bestline Autotech only. New front tires and brakes. Body touch-up done in 2009. New windshield washer in 2009. New A/C condenser in 2012. 2010 Upgrades: PS 9 adjustable suspension kit; both turbos rebuilt with better blade angle, transmission with GT3 clutch, rear diff with GT3 clutch plates and springs, all new silicone hoses. Three keys and remote openers; built-in Valentine detector. Call Matt at Bestline at 905-482-3955 to see/drive/make initial offer. \$72,000.00 negotiable.

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 dct@rogers.com. Etobicoke location.

1989 Porsche 944S2; Street Legal... Track Ready. Back on the market; the last guy couldn't find the money. Perfectly set up: THE best driver education track car. With a 50/50 weight distribution and no electronic nannies to get in the way this is perfect for novice drivers just getting into track days or for those who don't want to abuse their daily driver. Still have some creature comforts: radio, the heater (AC needs a charge), removable sunroof and power windows and has been meticulously prepared to just get in and drive to the track. Asking price: \$ 11,500. Contact Larry at larrybinski@gmail.com*

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1995 Carrera 2 Coupe; Two-owner (original owner also PCA member), rare Iris Blue Metallic/Classic Grey. I have owned the car 10 years. Stock except PSS-9 suspension. 141,000 km. Always garage stored, never winter-driven and it shows. Everything works great. No work needed. Love the car but time to try something different. Maybe 10 DE days over the past 10 years. A very nice example. Asking price: \$37,000. Contact Dave at 416-428-0872*

2002 996 C4S Tip; 36,000km Forest Green Metallic with Natural Brown interior, power heated seats, 19" wheels with orig 18s included. US car with no scratches or dents. This car is mint with very low kms. Serviced at Autowerks in Woodbridge, Drives tight and smells new inside. Asking price: \$39,000. Contact Jack at 416-262-2728*

1978 911SC Targa; Price reduced to \$14,500. Original metallic lime green colour. 116,000km, car is all stock, drives beautifully, everything is ready to go. Having downsized houses, I now have too many cars and not enough parking space. Sadly, this has to go to a new home. and so do some parts I've got for it (rotors & pads). Appraised at \$24,000. Will certify. Asking price: \$14,500. Contact Jay at 519-282-6701*

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


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PERIPHERAL VISION



John Adam
UCR Historian

Our June driver education weekend event was preceded on Friday by our driver ed group providing track rides and lunch for some kids and their parents. The full story was covered in the August issue by Jill Clements-Baartman. She needs to be thanked for bringing the idea to fruition as well as writing the story.

These kids and their parents have had a tough go of it and it continues. During the mid-day speeches, it was hard not to shed a tear – after all, big boys don't cry. Or so we were told as youngsters. Reading the August story in Provinz, the particular illnesses were mentioned and so on. As well, some of the kids' impressions of the day were relived. I have to say that big boys do cry, especially in private, when no one will see.

For me, it was so much more than a charitable contribution on the part of UCR. We gave these families a day of fun in the midst of a difficult life. We MUST do it again next year. I will be first in line to sign up.

Upcoming is the UCR election. It's time that you considered the slate which has been put forward for your consideration. We have some very strong candidates and we need your help to create the 2013 executive line-up as well as adding event chairs. In November, we will host our Awards Banquet and welcome the new board.

The mind tends to wander at this time of year. October is chancy for DE events – the weather could be cold or even snowy. Winter works projects need to get done and the P-car is always due for some winter works or perhaps just an oil change before hibernation sets in.

An intriguing idea at our house is to tie in with a May 2013 weekend tour put on by Vancouver Island Region. We have not spent any time there and it is very appealing. It could tie in with a run through the Rockies and Mike Bryan has suggested an itinerary for that leg, combined with a route through Okanagan wine country. All we need to know is the date of the Vancouver Island tour and we can work out the dates. Anybody interested?

Might as well give some thought to the 2013 Parade in Grand Traverse, Michigan. Yes, June 23-29 is still way off in the future but there is nothing to prevent us from planning ahead. Watch Pano for registration details. Put Parade on your new 2013 calendar. ☘

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BOARD MEETING

Minutes for August 7, 2012 - Submitted by Isabel Starck

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

Meeting Open: 6:45 pm

**Mario Marrello
Confirm Minutes**
 Isabel to resend final draft to all members for approval, due to last minute changes not noted in time.

Richard Bain
 Upon the untimely passing of past UCR Board member Richard Bain, flowers and condolences were sent on behalf of the club.

**Mike Bryan
Membership Report**
 3267 total members to date.
 Absolute membership growth: 1662 at end of 2010 vs. 1938 at end of 2011.
 Discussions on the production of a short video introducing the club to new or would be members to be researched further. Eschel Zweig & Andreas Trauttmansdorf were suggested as leads for such a project.
 DFC's 1 year free membership campaign has been very successful. Pfaff Porsche and Porsche London to be approached to participate in offering yearly membership to new Porsche owners. Isabel stated Niki Hirschmann from Pfaff expressed interest in offering such membership.

**Tomiko Murk
Treasurer's Report**
 Working capital is \$189K.
 Newsletter revenue \$20K under plan however, expenses \$30K under plan.
 Club Race approximately \$9K-\$10K over plan, not all expenses recorded at time of meeting.
 Driver Education program, \$8K over plan.
 Review of AR Aging has identified a bookkeeper/collections specialist would be useful in collecting outstanding debts. Various club members will be approached.
 Walter moved to accept the treasurer's report, Arthur seconded.

**Mike Edmonds
Club Race**
 Very successful weekend at Mosport. Various social media sites scanned and many positive comments were noted.
 Combined with BMW Trillium Club Race. Most likely to repeat for 2013. Final invoicing reflects an \$8000.00 profit.
 Expected timeframe to schedule for 2013 is October 2012.
 Mike Edmonds has committed to run event 2013. Co-chair to be added.

**David Forbes/Del Bruce
Porsche Abilities Day at Mosport Report**
 Jill Clements-Baartman expressed sincere gratitude to Board. Mike Bryan congratulated both Del Bruce and David Forbes in managing a fantastic event.
 Black and Red run group members did a phenomenal job of accommodating participants as was evident by the smiles and tears of joy had by many.
 Del recognized Jill for organizing an outstanding event.
 Discussion opened to hosting another Charity Event in 2013. To be decided at a later date.

**Walter Murray
Communications Strategy Update & Interim Recommendation**
 Official report to be completed by end of October 2012.
 Official appointment coming from board to appoint a Director of Communications. Built in succession to be discussed. This position will be a Director position. Board will make certain 1 of the Directors can handle the task.
 Kye Wankum selected to fulfill role of Director of Communications. Walter moved to select Kye for Director of Communications, Mike Bryan seconded, motion carried unanimously.
 Research of different clubs has shown that oftentimes DE events wholly support the yearly budget.
Del Bruce: Recommendation to be proposed by Communications Committee to New Board at December 2012 meeting to go forward with new proposed mandate.

**Kye Wankum/Richard Shepard
Provinz Report**
 Discussions about invoicing and bill collection methods. Suggested to approach a new volunteer to help with invoicing bill collecting. Various club members will be approached for consideration.

**Mario Marrello for Otto Mittelstaedt
Web Report**
 Nothing to report.

**Del Bruce
Driver Education Update**
 Total of 707 participants registered to date.
 Remaining events, total registered: 76, 141, and 102.
 Calabogie event reflects a loss of 21 participants, from 97 previously registered down to 76 to date. This may result in a loss of approximately \$7K for the weekend.
 Additional IDS being considered for 2013 to accommodate new track enthusiasts. Shannonville track best option for August.

**Walter Murray
Targa Muskoka Update**
 Event is Sold Out. 34 participants registered. Potential 35th car to be added.

**David Forbes
Fun Runs/Rally Update**
 9 Fun runs and Fall Rally total scheduled for 2012.
 Promotion of event to continue via various club media channels. ➤

Horst Petermann
Cayenne Fun Runs Update
Steve Revoy, Cayenne owner, to be contacted to volunteer.

Isabel Starck
Socials Update
August social scheduled at Port Credit Yacht Club. Speakers confirmed.
September social scheduled at Humberview Motorsports.
October social booked at The Musket. Possible co-hosted event with BMW Club.
November social booked for Mimico to accommodate formal elections.
December social scheduled at Pfaff McLaren Dealership.

Mario Marrello
Autocross Update
Upcoming event scheduled for August 12th.

Mario Marrello for Martin Tekela
Nominating Committee Plan Update
Meeting held between Mario Marrello, Martin Tekela, Kathleen Wong, Dr. John (Kelly) Stapleton, and Horst Petermann.
Next meeting scheduled for August.

Isabel Starck
Awards Gala
Trump Tower and Westin Harbour Castle have formally made proposals for event. Additional review of costs presented is necessary prior to deciding on a location.

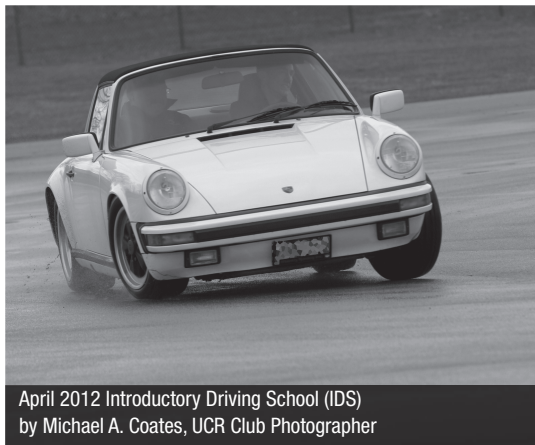
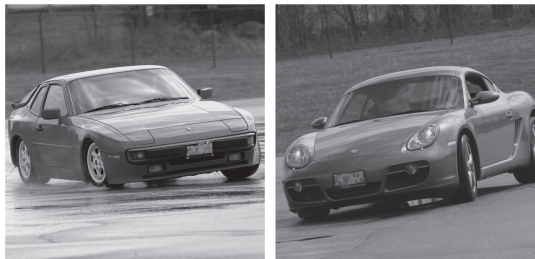
All
Insurance Chair Succession
Discussion opened to appoint a replacement for Richard Bain.
Arthur Quinlan volunteered to take responsibility of Insurance Chair.

All
Board and Chair Role Descriptions Update
To date, 14 role descriptions received. Copies of Role Descriptions forwarded to all Board members by Isabel Starck.
Club Race, Driver Education and Rally descriptions are being completed throughout 2012 and will be submitted by the end of the year.

Mario Marrello
Any other business
Golf Day proposed and being organized by Wayne Spiegelberg.
Open House Chair to be confirmed for 2013.
Del Bruce noted the meals served at Porscheplatz/ALMS was mediocre at best. However, ambiance was outstanding, noted David.
3rd quarter postcards available for distribution.

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

Meeting Adjourned: 9:11 pm 🚫



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Past President Martin Tekela	Walter Murray	Appraisals Bruce Farrow	Membership Angie & Mark Herring
Secretary Isabel Starck	Horst Petermann	Autocross Mario Marrello	Membership Retention Ken Jensen
Treasurer Tomiko Murk	Tim Sanderson	Awards Banquet Martin Tekela	Shift Into Spring/UCR Open House Paul Ip
Provinc Editor Kye Wankum	Arthur Quinlan	Club Racing Mike Edmonds	Zone 1 Rep Jennifer Webb
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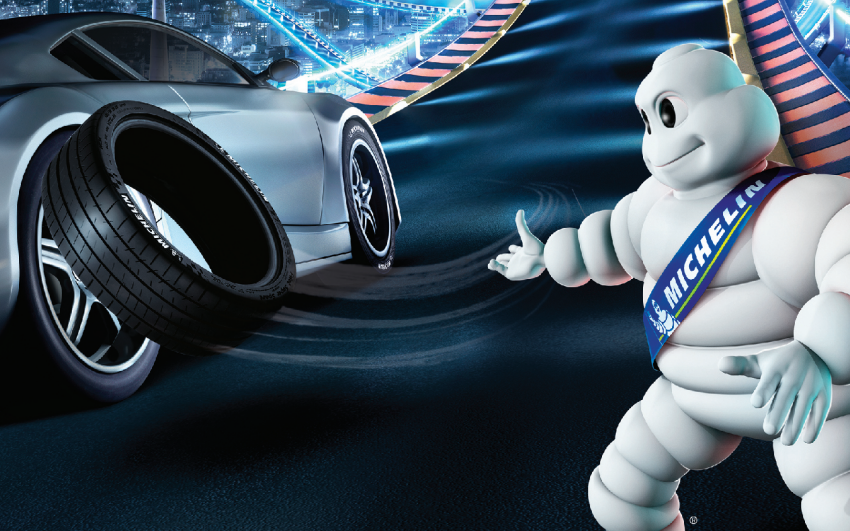
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