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



September 2012

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**EDITOR-IN-CHIEF**  
Kye Wankum

**ART DIRECTION & PRODUCTION**  
Kye Wankum  
kye.wankum@rogers.com

**ASSOCIATE EDITOR**  
Emily Atkins  
eatkins@rogers.com

**ASSOCIATE EDITOR**  
Garth Stiebel  
garth.stiebel@york.ca

**UCR TECHNICAL EDITOR**  
George O'Neill  
george@oneillrealestate.ca

**UCR PHOTO EDITOR**  
Eshel Zweig at ezweig@mac.com

**UCR CLUB PHOTOGRAPHER**  
Michael A. Coates

**CONTRIBUTING PHOTOGRAPHERS**  
Graham Jardine  
Ken Jensen  
Ronan McGrath  
Andreas Trauttmansdorff  
Eshel Zweig

**PUBLISHER**  
Richard Shepard at richard\_shepard@hotmail.com

**ADVERTISING ADMINISTRATION AND BILLING**  
Sheri and Neil Whitlock  
905-509-9692 or Email: cavok@sympatico.ca

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Don Gain, Sr. at dongain@harmonyprinting.com

## CONTACT UCR

Angie or Mark Herring at (905) 854-3332  
You may visit UCR on the web @ <http://www.pcaucr.org>

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**Cover photo:** The Canadian colours were well represented at this year's Annual UCR Concours d'Elegance; photograph by Eshel Zweig

# PRESIDENT'S MESSAGE



Mario Marrello  
UCR President

What can possibly be said about this great weather we are having? Except for the yellow, straw-like plants in my backyard that somewhat resemble my lawn, I actually like this weather. Many of you know that I drive a cabriolet and I don't recall a summer where I had the top down so much. Of course, there is the odd thunderstorm, but wait 10 minutes and it's done - out comes the sun and warmth and down goes the top and out goes the car.

The second autocross event of the season just ran on August 12. Since I've been running the autocross, August had a history of being a low participation month. Members typically use the mid to late summer weekends to travel to the cottage, the boat or take vacation. I wanted to get four events in this year, so I decided to take a risk and try August again. Well, I was more than excited about the response. I think this event was one of the best attended ever. At least 30 cars signed up, with an equal mix of new and veteran autocrossers, so the event was a great success.

If you were fortunate enough to attend the annual Porscheplatz at the American Le Mans series race at Mosport in July, you got to witness Porsche cars at their best. There were two GT3 racing series, the IMSA GT3 Cup race and the Porsche GT3 Cup Challenge Canada race. The latter featured a number of UCR members behind the wheel of these fantastic racecars. Racing was intense in both events and that made for a great spectacle. In the headline event, Jorg Bergmeister and Patrick Long battled the Corvettes and Ferraris right to the finish line and actually placed first in the race, but were later disqualified in the post-race inspection after failing to pass the standard stall test. An unfortunate turn of events but it didn't change the fact that the race was awesome to watch. Porscheplatz was in a different location from previous years, just before corner one with a great view of the pits and the start/finish line. This location was definitely a premium spectator location.

The August social at the Port Credit Yacht Club was a phenomenal success. I don't have a count but I can say it was standing room only. Many of our guests had to use the outdoor balcony for overflow seating. The speakers, Jim Kenzie, Kathy Renwald and David Booth drove a great discussion around the state of driving in Canada, general insights into the automobile industry, commentary on driver skills and other automotive tidbits. As the format was intended to be an expert panel discussion, the event was lively and interactive. We also presented the PCA awards to Otto Mittelstaedt for taking second place in the PCA website contest, Kye Wankum for Provinz taking second in the newsletter contest, and Angie and Mark Herring for taking first in absolute membership growth. PCYC did a great job with the food (I had the steak!). On top of all that, we got to spend some shared time with the BMW club. Thanks to UCR's Isabel Starck and Rob Foreman of the BMW club for organizing this combined social. Look for more to come as it appears this is a good formula for successful socials.

Unfortunately, I need to end this message with a sad note. Richard Bain, a great friend of the club, passed away on August 4. I looked up to Richard for advice on several occasions - he was a mentor to me and I am grateful for the privilege of knowing him. Richard, rest in peace.

Keep well and stay safe,

Mario Marrello  
m.marrello@computer.org



## 2012 Calendar of Events



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

### JANUARY

10 Tues UCR Social Meeting at Mimico Cruising Club

### FEBRUARY

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

### MARCH

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

### APRIL

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

### MAY

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

### JUNE

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

24 Sun UCR Autocross, Toronto Star Facility, Woodbridge

### JULY

6-8 Fri-Sun PCA Club Race at Mosport, hosted by UCR  
7 Saturday Bear Manor Fun Run and Exotic Car Show in Grimsby  
8-14 Sun-Sat PCA Parade in Salt Lake City, Utah  
10 Tues UCR Social Meeting (visit [pcaucr.org](http://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](http://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](http://pcaucr.org) for details)  
15 Sat Fun Run in GTA East with Farm BBQ  
16 Sun UCR Autocross, Toronto Star Facility, Woodbridge  
22 Sat Porsche of London Fun Run, North Shore Lake Erie  
22-23 Sat-Sun UCR Driver Education at Mosport  
29 Sat Muskoka Fall Fun Run (see Fun Run Calendar on page 53)

### OCTOBER

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

### NOVEMBER

8-11 Thurs-Sun PCA Escape - Eureka Springs, Arkansas  
13 Tues UCR Social Meeting (visit [pcaucr.org](http://pcaucr.org) for details)  
17 Sat Annual UCR Awards Banquet (details to follow)

### DECEMBER

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



# SOCIAL EVENTS



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

Welcome to your monthly socials page. 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, September 11, 2012**  
**Humberview Motorsports, 1650 The Queensway,**  
**Toronto M8Z 1X1 888-327-2498**  
**Speaker: TBA**

Humberview Motorsports plays host to our September Social. They offer many automotive products and services to the Toronto area. They are convinced that anyone looking for a used car in Toronto will likely find what they are looking for at their dealership. They carry a comprehensive line of high end vehicles such as, Ferrari, Lamborghini, Mercedes Benz, Aston Martin, Bentley,

and Range Rovers to name a few. Their knowledgeable staff and good selection of models makes them a good choice for a Toronto Luxury used car dealer.

**Tuesday, October 9, 2012**  
**The Musket, 40 Advance Road**  
**Toronto, ON M8Z 2T4 416-231-6488**  
**Speaker: TBA**

Join us for an annual UCR tradition: the Oktoberfest Social at the Musket, featuring German fare und Bier!

## Past Events: August Social

The Port Credit Yacht Club welcomed us back for our end of summer social. A co-social with the BMW Trillium Club, this event proved to be one of the largest in attendance in 2012. In what turned out to be an almost exact replay of last year's August social, the weather earlier in the day was not cooperating, as rain and clouds covered the GTA. Nonetheless, with less than two hours to go, the skies cleared and the sun shone its beautiful rays upon us. Members mingled, catching up on their latest car experiences and welcoming new guests from as far as the Porsche Club Wildrose Region in Calgary. Following a delicious meal prepared by PCYC, the panel of speakers, including Kathy Renwald, Jim Kenzie and David Booth entertained us with their accounts of previous favourite and less favourite experiences. By the number of questions asked, it's safe to state that this panel will be welcomed back for future events. Earlier in the evening Mario Marrello presented the Porsche Club National Awards for Membership, Newsletter and Website. Congratulations to our dedicated volunteers accepting their awards: Mark & Angie Herring, Kye Wankum and Otto Mittelstaedt, respectively.

Continued with photos on page 38>

# NEW MEMBERS

WELCOME!

Name	Location	Model	Thanks To
Jock Addison	Maple	99-911	
Charles & Crystal Adkinson	Binbrook	88-928 S4	Joseph Sisera
David Antebi	Toronto	12-Panamera 4	Downtown Porsche
Linda Bagworth	King City	88-928S4	
Dave Barclay	Ancaster	03-Boxster	Yorkville Exotic Car Show
Nora Bath-Haring & Klaus Haring	Kagawong	00-Boxster	
Arlindo Beca	Toronto	06-911	
Paul Beesley	Orillia	01-Boxster S	
Winnie Chan	Markham	12-Boxster	Downtown Porsche
Sarah Choi	Toronto	12-Cayenne	Downtown Porsche
Johnny & Donna Ciccarelli	Ancaster	03-911	Mantis Racing
Simone & Fernando D'Angelo	Woodbridge	91-911 C4	
Richard Emrich	Welland	05-911	Downtown Porsche
Paul Enright	Oakville	12-911 GTS4	Downtown Porsche
Paulo & Karen Ferreira	Oakville	06-911 C2S	Tim Sanderson
Kai-Ching Fung	Toronto	97-911	Downtown Porsche
Bram Green	Toronto	09-911	
Ken Haight	Thorold	99-911	
Chao-Wei Hsing	North York	13-Cayenne	Downtown Porsche
Clementine Kam	Toronto	08-Cayman S	Downtown Porsche
Steve Kaminski & Merrilee Fullerton	Kanata	12-911 C4S	
Peter Kolacz	Mississauga	88-911	Mantis Racing
Matt Koole	Jordan Station	89-911	
Andre & Val Kunynetz	King City	08-Cayenne	
Peter Lee	North York	12-Panamera	Downtown Porsche
Michael Louli & Nika Rolczewski	Richmond Hill	01-911/10 Cayenne	Kye Wankum
Mark Madsen	Richmond Hill	13-911	Downtown Porsche
Mark Maguire	Ancaster	08-Boxster S	
Yatin & Manisha Mehta	Toronto	09-911 C4S	Downtown Porsche
Sandra & Benny Mendlowitz	Toronto	11-Panamera	
Robert Mitchell	Toronto	12-Cayenne S	Downtown Porsche

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

Continued on page 39

# ANNIVERSARIES CONGRATS!

**25 YEARS**

Paul Ciaraldi  
Tony Ten Kortenaar

**20 YEARS**

Kimberly Fallis

**15 YEARS**

James & Brenda Sutherland

**10 YEARS**

Bryan & Tracey Boyd  
Ryan Eccles  
Christopher & Manuel Holden  
Philip Lai  
Andy & Tom Lammer  
John Toth  
Dave Wattling

**5 YEARS**

Ron Christopher & Kate Kelly  
William Ebisuzaki-Mackay  
Ziggy Ehrke  
Steven Faughnan  
Ian & Jeffrey Garriock  
Rob Weatherseed



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# EDITOR'S RAMBLINGS



**Kye Wankum**  
Editor

This month, we remember Richard Bain who was a long-time, steadfast member and enthusiastic supporter of UCR, as well as the UCR DE programme. Richard passed away on August 4th, having suffered from Pulmonary Fibrosis for the past three years. Richard joined our club nearly 25 years ago and, until two years ago, was a UCR director for the previous three years, sharing his wisdom and legal advice with the UCR board and our club's membership. He could be a tough proponent or opponent, depending on where you stood, and would never hold back but, underneath that crusty shell, he was all Mensch\*. Personally, I had many late-night email exchanges with Richard and his wacky sense of humour often made me laugh out loud sitting at my computer. Over the years, I saved a few of Richard's phrases and I have them hanging on scraps of paper above my desk where they make me chuckle time and again when I look at them. We will surely miss him.

I would like to reintroduce two features to you, which I hope will become regular instalments in Provinz. The first, we have an example of in this month's issue, under the title of 'Advertiser of the Month'. This is designed to give our regular advertisers an opportunity to share a little more information on their business endeavours, as well as putting a face to their names. This feature will be published on a first come-first served basis. This month we are featuring the firm Seidman Kaufman Group.

A concept that was first introduced by Phil Downe, when he was Provinz publisher a couple of years ago, is the 'Members' Rides' feature. Look for the 'Mexico-Blue 911' article in next month's Provinz. This feature is open to all members who want to share photos and details of

their treasured Porsches. Articles can be short and sweet with just a bullet point-style description; good photos are important!

We have a nice article from a new contributor this month, as Robert Moniz writes about family fun at the ALMS race at Mosport. Articles on the Porsche Classic program, the Targa Florio, the UCR Concours, and a hands-on tech article round out this issue.

Once again, I ran out of room, so the article on the GT3 Cup Challenge Canada that I promised in last month's issue, will have to wait until October. That actually works out well, as that series is now done for the season and we should have some great material for a season wrap-up in the October issue of Provinz.

Until then, enjoy the fantastic summer! ☼

\*Mensch = Yiddish for somebody good, kind, decent, and honourable

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## THE WAY WE WERE...

### 25 Years Ago

We reviewed a great 24-hour Endurance Race at Mosport where Goodyear, Adam and Spenard co-drove a 944 Turbo. Goodyear rolled the car in Corner Two about ten minutes before the end of the race. Immediately after the 24-hour race, these drivers got into their Rothmans-Porsche series cars and raced another 14 laps to finish 1-2-3. Ah, the good old days. Gasthaus Schrader was our meeting place and the rookies sat in the balcony for their first meeting. I loved that old venue. If only there was another like it. John Mahler wrote an article about tires and the friction circle. He had a black 944 Turbo back then. Bruce Farrow reviewed our first (ever) Shannonville Long Track DE day, with 66 attending. At Shannonville, we had Harry Bytze and his 911RSR; Green & Ross brought a tent and refreshments; Terry Charles and Bridge-stone brought the director of Engineering and had some tires to give away.

### 20 Years Ago

At San Diego Parade, Rosemary and Barry Whittenell hosted a UCR champagne breakfast. Mark and Angie Herring won the first ever PCA trophy for membership growth. We had 888 members. PCA was at 30,000. The prize was the use of a new 911 for one month and it was divided among four members. Provinz took second place in class, John Adam, editor. At the Sea World party, Gord McNeil, Kye Wankum and Greg Doff all missed out on a three-day Bondurant Racing School door prize—they skipped the party. Auguste LeCourt was all smiles in the Performance Cars advert. PCA Club Racing was just getting underway at Lime Rock. Charlie Goodman was a writer and talked about son Brett's race (mis)adventures.

### 15 Years ago

Our new editors had introduced a new smaller format and spelling mistakes in every paragraph. Botho von Bose is pictured wearing the PCA Enthusiast of the Year trophy on his head. Tom Brown was teaching "Know Your Porsche" at Centennial College. An excellent story on a factory visit had no author's name. Auguste was still smiling.

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](http://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](mailto:registrar@pcaucr.org)

### FIRST ANNUAL PORSCHE SHOW AND SWAP MEET FOR PORSCHE ENTHUSIASTS

Sponsored by Whale Tail and Restoration Design

September 29, 2012 at the  
Whale Tail Premises at 1026 Benjamin Road,  
Waterloo, ON N2J 3Z4

Time: All Day, with set-up time of 7:00 AM.  
Informal Car Show, Swap Meet and Barbeque.  
Bring your used parts to sell or barter or just  
come to shop.

If you are a business, please register by calling  
1-800-770-6945 or 519-836-3555.

Please be wary of the speed limit on Benjamin Road.  
Call for more information or with special needs.



### Zone 1 Dates & Notes

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

Visit [www.zone1.pca.org](http://www.zone1.pca.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](mailto:kye.wankum@rogers.com)

Hi Kye,  
One of my passions when I am not driving my 993 is building scale models. This year I got together with some friends during the Daytona 24-hour race for a build. We begin when the green flag drops and attempt to finish by the chequered flag. This year I finished a Porsche 962 from the nineteen-eighties but with the current livery of the Flying Lizards.

I took my model down for the autograph session at the recent ALMS at Canadian Tire Motorsport Park. I was very excited with the reception it received especially from the drivers Seth Neiman, Jorg Bergmeister and Patrick Long, whose names I included on the model. All three signed the model and asked questions about the build. Other people getting autographs were also interested as was the Lizard's photographer who posed the model on the ALMS racecar.

I have included a photo of the model with Bergmeister holding it, while Long contemplates my work. Hope this is of interest to the readers of Provinz.

Yours truly,  
Dave Walker



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[www.huntermotorsports.ca](http://www.huntermotorsports.ca) 905-272-5137



Hi Kye,  
Just wanted to share my perfect Porsche weekend with you. Saturday, June 23 Jennifer and I placed 2nd in the Porsche Club of America - Upper Canada Region (PCA-UCR) Spring Rally thanks to Jennifer's flawless navigating. After three hours of cleaning and polishing Saturday night, the car won 1st place Class 8 (1995 to 1998) at the PCA-UCR Concours d'Elegance held at Appleby College in Oakville on Sunday June 24. How often does this much go right?

Ron Woodward





## UCR Tech Session

by George O'Neill,  
UCR Tech Editor

# How to Replace A Failing LCD Climate Control Display

If you own a model year 1997 thru 2004 Boxster or 1999 thru 2004 Carrera, sooner or later the LCD display in your climate control system will most likely start to malfunction. The good news is the problem is often only in the display itself, so the functionality of the heating and air conditioning systems are themselves not affected. The bad news is that in order to repair the display, a complete control unit replacement is the common fix at a cost of several hundred dollars, unless you are willing to spend some time to take the unit apart and perform the repair yourself at a cost of about one hundred dollars. You may also find an automotive electronics repair shop willing to perform the repair for you.

On a Mercedes I recently sold, I had a company called BBA Reman ([www.bba-reman.com](http://www.bba-reman.com)) repair the car's speedometer display for around two hundred and fifty dollars, and when I asked them about repairing my Porsche climate control display they said they would be willing to take a look at it but were not sure they could perform the repair since they had yet to do one. Check them out if you do not want to do the repair yourself and you can probably work out a mutually agreeable research and development trial with them if they have not performed a climate control display on a Porsche yet – they have an office in the Toronto area. If you are adventurous and wish to perform the repair yourself, follow along below and view the included images outlining the major steps.

The climate control unit display in my 2002 996 started to indicate signs last summer of retirement. As shown in an included picture,

the half-moon shaped yellow spot on the right panel, which had started out small, this spring had grown to about the size of a golf ball, at which point I had to do something since the display was no longer legible. I did want to keep the car looking and operating as intended by Porsche, but I did not want to spend several hundred dollars to buy a new head unit, as this was really the only option when talking about replacement parts from Porsche directly. Even with the PCA UCR 10 percent discount applied on Porsche parts from the dealer, I felt searching for a repair instead of a full replacement was in order for financial and environmental reasons.

I like the idea of saving and reusing components and not throwing away items that are still perfectly fine. The automotive industry's norm of "replace and dispose" of assembly units when just a component part of the unit has failed may make economic sense purely from an hourly-billed installer point of view, but I think we will get back to the component repair culture in the future as we surely cannot continue forever to throw away entire units in search of just one component replacement. In fact, this is what the business model of BBA Reman was founded upon – "repair and reuse" and not "replace and dispose". So, I turned to the aftermarket and started to search the popular Porsche owner on-line forums, RennTech and RennList to find a possible solution. My old friend Google also came in handy.

After some research, I came across a company called Module Master, based in Idaho ([www.modulemaster.com](http://www.modulemaster.com)), who specialize in rebuilding ABS units, sensors, trip computers and climate control modules amongst other automotive systems. They sell a Porsche Climate Control LCD Repair Kit for \$53 US, which comes with everything needed for the do-it-yourself repair. No soldering or electronics knowledge is needed, and all you need to provide is a pair of needle-nose pliers, and #1 and #2 Philips head screwdrivers. I also found having a soft cloth or paper towel to lay the control module components on during disassembly and reassembly helped to ensure they were not scratched. A complete instructions manual is also included in the kit, with the tasks easy to follow and thorough. You may want to pre-read the section on LCD disassembly a couple of time prior to actually undertaking the work since this is the critical part of the repair, and you do want to ensure it goes properly.

Below is a summary of the ten major steps, and please refer to the included photos to help understand the end-to-end process.

**Step 1:** Start to remove the climate control unit from the dash by first inserting a small flat screwdriver under the climate control unit's trim plate. Be careful, as there are two pins that hold the trim plate in, with two other pins used for alignment. You do not want to twist the trim panel too much either laterally or vertically as these pins can be easily broken. Just pry with slight pressure and pop off the panel. I also partially removed the stereo by sliding it out of its



Step 1

mount to give a little more room to work the screwdriver. Once the climate control unit trim plate is off, unscrew the two #2 Philips screws and slide out the control unit. It is lightweight, and has two connectors on the back that can be wiggled to unplug them. Note that the plugs fit in unique connector slots so you cannot mix them up during reassembly.



Step 2

**Step 2:** Take the control unit apart by removing the three #2 Philips head screws holding the front panel on. Note there is a ribbon cable attached to the case and the front panel that you should leave attached.



Step 3

**Step 3:** Remove the circuit board from the switch panel by removing the small #1 Philips head screws in seven places from the circuit board. Remember to keep the control panel (the part you see when you press the buttons) faced down as the buttons could fall out of the housing since nothing is holding them in at this point.



Step 4

**Step 4:** Remove the LCD unit from the printed circuit board by gently using the needle nose pliers to twist eight metal tabs to align them with the slots in the circuit board. Remove the metal cage surrounding the LCD panel by pulling the enclosure away from the circuit board and sliding the metal tabs through the slots.



Step 5

**Step 5:** Prepare the printed circuit board and switch contacts by opening an alcohol swap pad that comes with the kit and rubbing the pad across all the contact points to prepare them for assembly. If you happen to touch one of the surfaces after cleaning, just re-clean again with the alcohol pad.



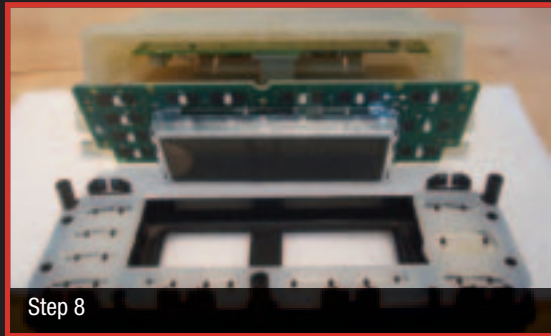
Step 6

**Step 6:** Disassemble the LCD panel from the cage and remove the yellow reflector (this is what gives the display the yellow colour) by gently pressing these components away from the cage. Note there are two strips of rubber-like material, one on each >

end of the cage, that need to be cleaned with the second alcohol pad, included with the kit. Also note the orientation of the LCD panel you are removing, as you will want the new panel to be positioned exactly the same upon assembly.



**Step 7:** Assemble the new LCD panel by first putting on the included cotton gloves, and remove the protective film from both sides of the new panel. As you do this, circuitry inside the panel may activate the display – do not be alarmed, this is normal. Carefully insert the new panel in to the cage, along with the end strips that were cleaned, along with the yellow reflector, in the correct orientation as was noted during disassembly and outlined in detail in the instruction manual.



**Step 8:** Assemble the circuit board with the completed LCD unit by inserting the metal tabs through the circuit board slots and twist the tabs back to hold the LCD cage in place. Replace the seven circuit board screws and re-attach the front panel to the case with the three screws.

**Step 9:** Mount the climate control unit in the dash by first connecting the two cables to the back of the unit, slide the unit in to the dash opening and insert and tighten the two #2 Philips screws. Align the two mounting points and two alignment pins and gently push the trim panel back in place. If you loosened the stereo, re-mount it and tighten those screws as well.

**Step 10:** Test the climate control unit by checking to ensure all functions are working properly. Note that some of the icons on the



display are slightly different from the original Porsche ones, but they are descriptive and in alignment with the associated buttons.

On a scale of one to ten with ten being the toughest, this repair is about a six. It took me just under two hours to complete the work including documenting the steps and taking pictures for this article. You should be able to do the repair in less time. It is always nice to be able to do something to help prolong the use of a device, not only for environmental reasons but also to save money. Part of the enjoyment of driving our Porsches as they get older is to extend the operating lives of all components. ☼

Do you have an idea for an article, or would you like to contribute one? If so, e-mail me at [George@ONeillRealEstate.ca](mailto:George@ONeillRealEstate.ca) and remember to include any comments about this article. All photos by the author.

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# THE TARGA FLORIO

WHERE PORSCHE  
FOUGHT  
AND WON

By Ronan McGrath, UCR Member;  
photos as credited

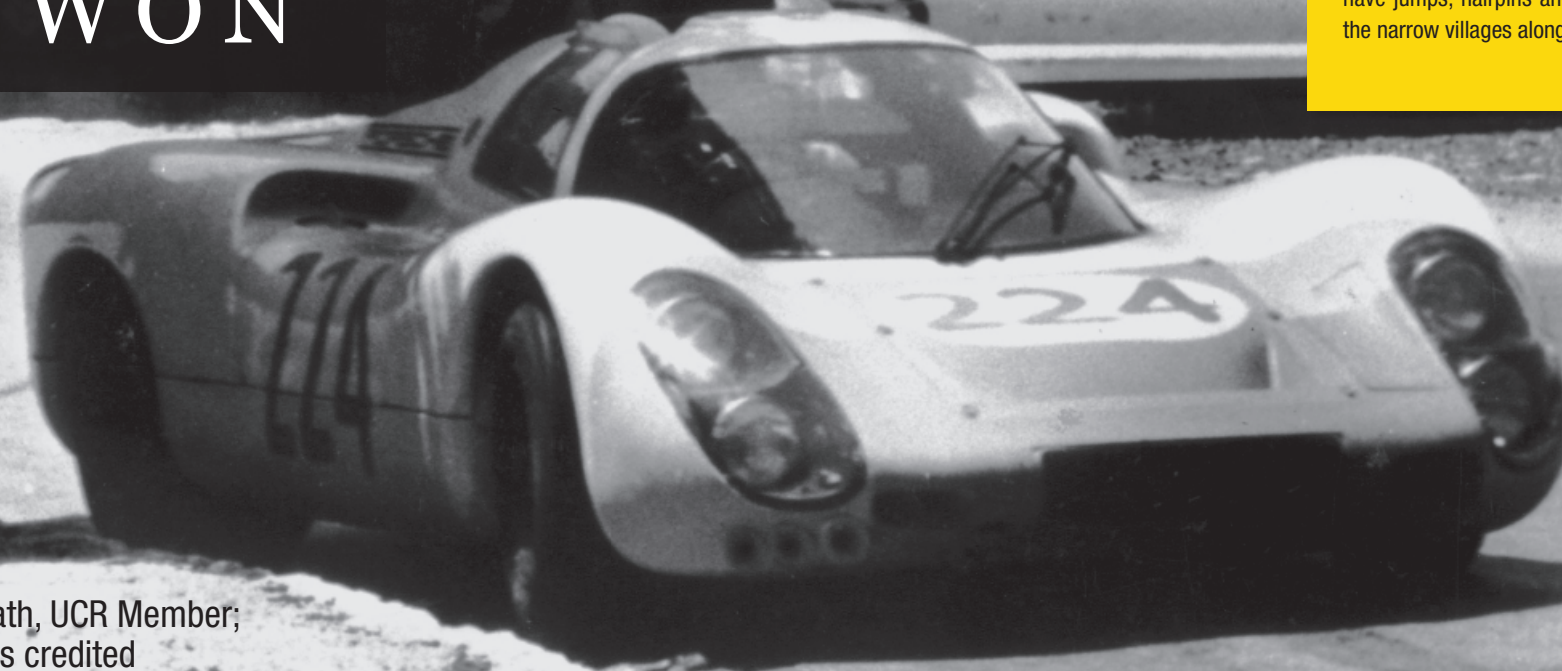
Under a hot Sicilian sun, I parked the little Fiat 500 on a patch of pure history. Here in the Madonie mountains was the start of the legendary Targa Florio—the very first and very last of the great road races. From 1906 to 1973, interrupted only by wars, it was one of the most important events in the auto racing calendar.

In its final form it was a 72km circuit on narrow, mountainous Sicilian public roads with 567 turns and a ten-lap race. It attracted the greatest drivers and cars in the world, and has a long and intense history of Porsche involvement. As cars got faster and safety became more of an issue after the 1955 Le Mans disaster, road racing fell out of favour, and first the curtain came down on Mille Miglia and finally on the Targa.

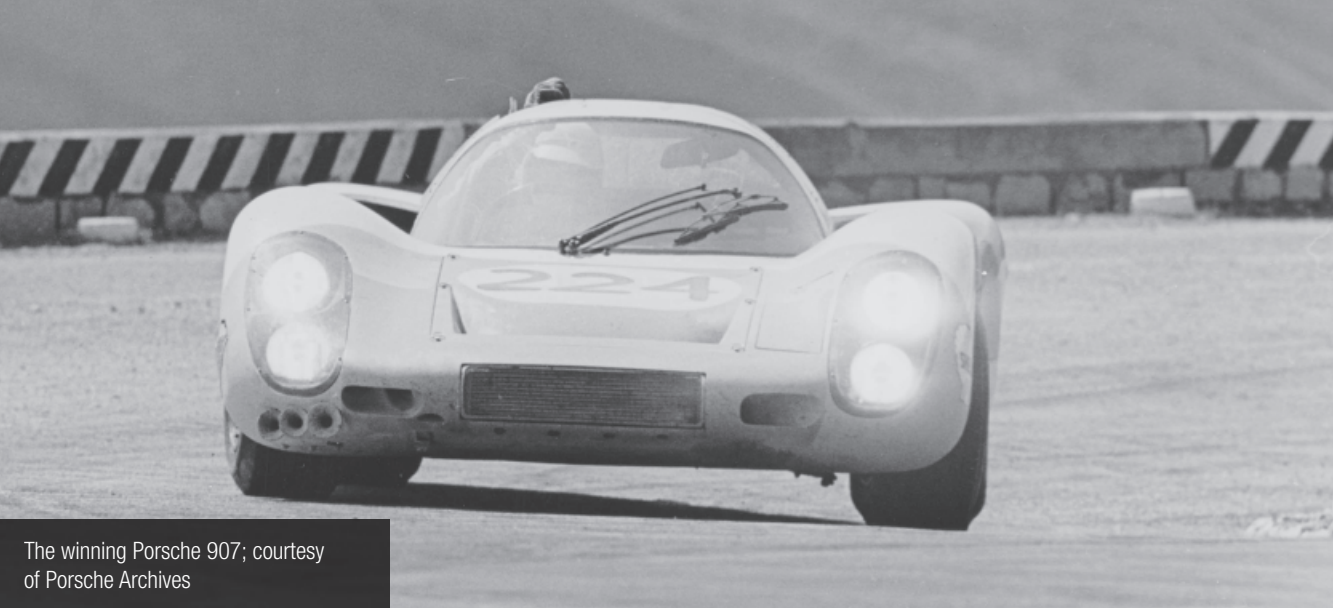
In 1919, a young Enzo Ferrari drove his first race here, and in 1924 the designer of the winning Mercedes drove one of the cars himself. His name was Ferdinand Porsche, and his co-driver was one Alfred Neubahr who later went on to manage the legendary Silver Arrows.

It's quiet now, not a car in sight, the stands and pits locked and abandoned. Behind the chain link fence sits a bust of Vincenzo Florio who founded the race in 1906. A large sign denotes the historic race. Yet, this was once a centre of frantic preparation, cheering fans and fierce competition. Cars left on a timed start as in a rally, the smallest cars first. Driving down the narrow road, it was hard to imagine how the fastest cars of their era took off flat out on a bumpy, narrow track that had no safety margin, but did have jumps, hairpins and sections that ran right through the narrow villages along the way. ➤

The 1968 Targa Florio winner, the Porsche 907 of Vic Elford and Umberto Maglioli; courtesy of Porsche Archives







The winning Porsche 907; courtesy of Porsche Archives

Driving now through the streets of Cerda, Collesano and Campofelice, with their homes and shops built directly on the street and densely parked cars, I was filled with awe at the skill of the drivers who piloted their sports cars through cheering crowds, only feet away, the racing oil smell and the scream of the engines filling the old streets. Practice was done on open roads with the ever present threats of sheep, pedestrians or regular traffic.

Each village has a museum to the Targa Florio, the best of which is in Collesano. Also in Collesano, a series of mosaics depicts the great cars and drivers in action on race day. Race day was like a huge national holiday in Sicily, with people lining the route, picnics and wine everywhere, old men playing cards, and fans sitting along the unprotected walls. It is a circuit with no time to relax that favours light, small cars.



The starting point for the Targa Florio at Cerda with my rental Fiat 500; courtesy of Ronan McGrath

This was where Porsche and Ferrari had a long-running battle for supremacy and where both manufacturers brought a wide variety of cars over the years. Ferrari raced everything from the 250GTO and Testa Rossa to the 512S, while Porsche ran the 550, RS 60 and 61, 904, Carrera 6, 907, 908 and 910. Porsche won it 11 times, more than any other manufacturer. Ferrari won seven.

Outside of the villages there is almost no traffic, and occasionally it is possible to see large sections of the looping road below as you climb. The road surface is treacherous now, with major

subsidiaries, cracks, and poorly patched sections. In some areas anything more than 5kmh would be foolhardy. There are innumerable blind corners and sudden drops. Towards the end of the track is a six-kilometre-long, arrow-straight section, longer than the Mulsanne, that could be taken flat out. This meant the cars had to have a set of close-ratio lower gears and then a gap to the top in order to deal with the two track sections.

Stirling Moss, Phil Hill, Fangio, Nuvolari, Graham Hill and many other famous names drove here, but there is one Porsche driver who is particularly associated with the Targa Florio. His name is Vic Elford. Vic started as a rally driver and had a very successful career, culminating in driving a works 911. Hushke von Hanstein persuaded Elford that the Targa was sort of like a rally, and that he might be good at it. In 1967 he ran there for the first time, and came third in the race. With his natural talent, road car experience and photographic memory, the Targa was a natural for him.

In 1968, he won the Monte Carlo rally, the 24 hours of Daytona, the Nurburgring 1,000km (which he would win twice more), and the Targa Florio, all for Porsche. The 1968 Targa victory was one of the greatest in the history of the race. Elford would always be very quick here, and set the fastest laps in three Targas, as he had committed the entire track to memory.



Campofelice has many mosaics depicting memorable Targa Florio cars; courtesy of Ronan McGrath

Things were looking good when disaster struck. A bad centre lock wheel nut on his 907 unscrewed itself and the wheel almost came off. Elford jumped out, tightened the nut and set off again only to have the same experience, causing him to slide into the curb and suffer a flat. The obliging crowd lifted the car up and he changed to the space saver, limped back to the pits and changed all wheels and nuts. It was only lap two of ten, and he was already 18 minutes behind.

With nothing to lose, he drove flat out for the rest of the race. He drove seven of the ten laps, with his partner Maglioli driving the remainder, and they took the lead in lap nine. Nobody knew if the 907 would survive the pressure, but it did. In a rare moment of appreciation, Porsche changed its policy of only featuring its cars on its victory posters, and for this one time, the poster was of the driver who beat all the odds.

I had a chance to talk to Elford about the Targa and the team.

**How much input did drivers have into car setup?**  
*"Initially, not much. We were given the cars and told to drive them! As time went by we managed to persuade them to change setup based on our feedback, but as we practiced at the Nurburgring we began to have influence on the setup. At the Targa, when I was driving the 908/3 I was banging on the rev limiter in every gear by the time I got to the end of the curve at Cerda. I needed 200rpm in every gear, so they did change the ratios."*

**How did the team work with Ferdinand Piech?**  
*"Piech was, in my opinion, one of the greatest engineers ever, maybe better than his grandfather. I got on very well with him and he was very persuasive at Porsche in getting*

*what was needed to develop the cars. He had a lot of respect for Hans Mezger and it was mutual."*

**Where could you make up time at the Targa?**  
*"Everywhere—there is no specific place that is especially easy to make time."*

You placed first, second and third in the Targa. Was there any race that was a particular disappointment for you?  
*"The 1969 race was the most disappointing. We had an alternator go and lost too much time in the pits getting it fixed. We still came second!"*

**What was the worst of the Porsches that you drove at the Targa, and the best?**  
*"The 908/3 was easily the best car I drove there: small, light and perfectly set up for the conditions. There was no worst car. I do remember that in 1970 Piech decided to bring a 917 to do a demo lap there so I am the only driver who ever drove it on the circuit. It was all over the place, impossible to drive. By the time I finished the lap they had to lift me out of the car."* >

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**PORSCHE**





The winning Porsche 907; courtesy of Porsche Archives

During his career, Elford drove all of the great Porsches and was a fierce competitor. Yet during the 1968 Targa practice when fastest laps were being set, he stopped to check if his fellow Porsche driver was OK after an accident. In 1972 while driving for Alfa he stopped during the Le Mans 24 race where Jo Bonnier had fatally crashed, running over to the other car, (a Ferrari) to check if the driver was still inside. For this the French government gave him the Legion of Honour. I asked him about stopping for a fellow driver. "Of course I did," he said. "Maybe it would not be necessary today." I wonder if the same spirit would be there in current competition.

Elford is a popular attendee at many historic Porsche events, and in 2012 was honored at the Amelia Island Concours where many of his cars were on display. Watching the video of him driving the 908 across the manicured lawns, it is worlds away from the unforgiving, blazing hot, dusty ribbon that is the Targa, with its cheering Sicilian crowds and minimal safety, and Vic in the same car thundering through the old village, there for a moment only, and then gone, leaving only the dust behind him.

The great Porsches that once charged along these narrow roads are long gone of course, and as I departed, I imagined those incredible times. The next day, on the top of Mount Etna, I smiled at the sight of a gathering of Porsches from France on a driving holiday. Guess where they were heading. 🌀



Co-driver Umberto Maglioli and Vic Elford, second and third on the right, claiming the 1968 Targa victory; courtesy of Porsche archives



Some French enthusiasts had driven their Porsches to Sicily to see the old course. I ran into them on the top of Mt. Etna; courtesy of Ronan McGrath



Co-driver Umberto Maglioli and Vic Elford, second and third on the right, celebrating their 1968 Targa Florio victory; courtesy of Porsche archives

The race ran right down the main streets of several villages like this; courtesy of Ronan McGrath



Vic Elford visits with fans in Campofelice on the Targa route in 2008; courtesy of Anita Elford



ON THE GRASS,  
IN THE GREEN

Photo by Eshel Zweig

# THE 2012 PCA UCR CONCOURS

By Chris Ralphs, UCR Concours Chair;  
photos as credited



Photo by Eshel Zweig



Photo by Eshel Zweig





Photo by Graham Jardine

The annual “PCA UCR Concours d’Elegance” is perhaps a Concours in name only. Strictly speaking, it is not an event for the purist, as it is peer judged and is organized and run by volunteers as an opportunity for Porsche enthusiasts to display their beloved rides, marvel at others and experience the camaraderie our club is so well known for.

Due to some bad experiences with other car club events several years ago, Appleby College took a break from acting as host for these events altogether. I thought enough time had passed and that it would be worth approaching them to see if they would give us a chance to prove that we could put on a well-run event without ruining the grounds. My efforts paid off, although I should mention that I did get a little extra push from a close friend and Appleby faculty member. The deal was made and the event was on!

As in the past two years, our biggest challenge was the weather. It has not been kind to us recently. We have had to deal with cloud cover, high winds and rain showers. This year, the Concours team had to make a very last minute decision to postpone the event to the rain date of June 24th. The weather forecast kept changing for better and worse every few hours. This decision was not taken lightly as we had to consider that members would have already spent considerable time preparing their cars. The feedback on our decision was generally positive and the rain date delivered a very nice day despite a few clouds.

The Concours team members and volunteers all arrived early

to set up but, of course, it was a bit of a scramble to have everything ready for the arrival of the participants; that’s to be expected. With every event there are learning opportunities and next year we will make it an even bigger and better UCR Concours. The event started on time, and thanks to the participants, we had what I believe to be a record turnout of over 70 registered cars! That does not take into consideration the additional same number of cars that were in the parking lot. Hopefully these ‘shy’ ones will decide to enter next year as well.

While everyone enjoyed the wonderful display, Appleby’s catering staff was offering delicious coffee and pastries and later, a German-style lunch.

With virtually all car classes well represented, it was encouraging to see many entries in the early classes. As time passes, the 356’s and the early 911’s are becoming a big draw for our members. Every car on display was appreciated as evidenced by the broad

distribution of peer votes. Some decisions were very close and this would have been the case even if accredited judges were doing the evaluations.

Not to slight anyone, since every one of our cars is special, but of particular note were the numbers of early cars, the 356s and 911s; the latter having to be parked three rows deep due to the unexpected large number participating. Gerd Schwartzkopf turned up in a yellow 356 Speedster that was not quite finished but still very pretty to look at, but another 356 took the People’s Choice award, the 1960 B Roadster of Stephen Lax.



Photo by Graham Jardine



Photo by Richard Shepard



Photo by Richard Shepard



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Photo by Otto Mittelstaedt

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This year's People's Choice winner, the 1960 356B Roadster of Stephen Lax; photo by Graham Jardine

Photo by Otto Mittelstaedt

The UCR Concours Team wishes to thank Appleby College for their tremendous help and cooperation in putting on this event. We certainly hope to be invited back there next year. I also want to thank the team of Richard Shepard, Event Co-Chair, and Otto Mittelstaedt and Kye Wankum, as co-organizers. Thanks are also due our volunteers: David and Anne Forbes, Jeremy Ralphs, Amanda John, Douglas Ailles, and Ashima Jain who volunteered to help make the event a success.

Our sponsors are the ones who bring it all together for us and allow us to make a donation to the Canadian Red Cross after the event. They are Pfaff Autoworks, Porsche Cars Canada, Augustine Automobile, Braidan Tire, The Plan by Investors Group/ Douglas Ailles, Harmony Printing, Lant Haverty Silver Wheel Plan, OnWall Solutions, and RS Appraisers – Thank You!

To join the UCR Concours Team for next year, please contact Kye Wankum at [kye.wankum@rogers.com](mailto:kye.wankum@rogers.com). We are always in need of more help and especially suggestions on how to make the PCA-UCR Concours d'Elegance an even better club event. ☼

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# THE ALMS EXPERIENCE

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The author's boys are sharing a moment with Jörg Bergmeister on the pre-race grid; photo by Robert Moniz

Nestled comfortably within the Oak Ridges Moraine lies a gravitational pull that consumes more enthusiasts each year. Those in the know...know. For those who do not, we promise it's better than the side effects of your significant other picking up the Fifty Shades of Grey trilogy.

This haven for the racing experience is no other than the annual American LeMans (ALMS) race at Mosport. The spirit of the ALMS at Mosport is directly fused to the visceral experience at Le Sarthe in the town of Mans. Why/how? Easy: Local heroes making good in an international race on a track that would never be built to today's nanny standards. The ability to camp out, make new friends, enjoy real bonding time with your spouse and/or kids, and most importantly, walk from turn to turn to humble oneself at the ability that stands just outside our reach when presented with the same opportunity at Driver's Education events.

This past July marked my third consecutive anniversary at the event. I have attended F1 races in Montreal, Indy races in Toronto, and Grand Am races in Tremblant, and the ALMS at Mosport ranks among the best for overall spectator experience, based on price, sightlines, and mobility. Sure, sipping champagne while nibbling on a shrimp cocktail in one of the F1 hospitality suites overlooking the paddock is a great experience, but at \$5,000 per head, it's something very few ever get to enjoy. Surprisingly, most of that race is viewed from monitors within the air-conditioned suite.

The ALMS at Mosport, on the other hand, does attempt to offer the exclusivity of hospitality suites, but the true value lies in the flexibility of leaving those tents, and being unobstructed in roaming the access points around and inside the track to explore the event. That flexibility makes it the perfect family venue. It's very easy to make the ALMS weekend at Mosport an annual 'family weekend'. It's a relaxed atmosphere, which is a counterpoint to the intensity of the mechanical rhythm passing by within a stone's throw.



The author at right enjoying his weekend at Mosport with friends and sons in tow; photo by Robert Moniz

If you do bring your young ones, there's plenty for them to enjoy. There's the predictable collection of tents selling racing paraphernalia and mementos. However, my boys are spoiled, and they seek model cars. The vendors this year did not disappoint. They provided plenty of miniature dream cars for collector or novice aficionado to haggle for. I was pleased to see Ron Fellows signing some model Corvettes. What a fantastic piece of Canadiana for a young car buff.

Speaking of Ron, his involvement in improving Mosport has been fantastic. He and his partner, along with Canadian Tire, put on a great show. Notwithstanding the furor this spring over the renaming of the track. But you know what, they pulled it off! If nothing else, they made the event more hospitable. From a general store to stock up on late night camping (partying) supplies, to complimentary shuttles by golf cart escorted by a crack team of blondes with pony tails.

That's a lot of entertainment for under \$75. That's right. Children under 12 years of age are admitted free. Canadian Tire did a great job of promoting the event with 50 percent off coupons for the general admission ticket—about \$30 per adult. Add to that the camping permit for about \$40, and you're all in. There's a convenient collection of restaurants, hotels, motels, and B&Bs nearby for those who prefer not to camp.

But the big question is would I go again? Absolutely! Watching local racers and fellow club members competing at both the national and international level brings special connection to the event. Studying their approaches to various turns provides hours of entertainment. Watching how late they brake, and how much speed they carry into the turns makes the next DE weekend seem like an eternity away. ➤



Photo by Eshel Zweig

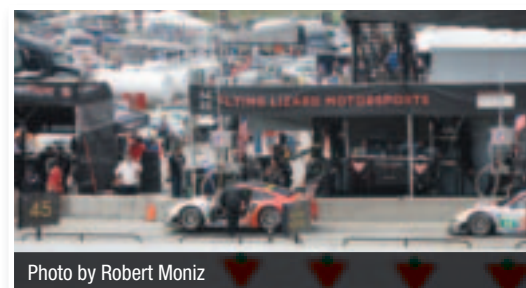


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The Flying Lizard Porsche 911 GT3 RSR of Seth Neiman and Andy Lally lifting a wheel in turn 5A during the American Le Mans Series race at Canadian Tire Motorsport Park in July 2012; photograph by Eshel Zweig



## TIPS TO PLAN YOUR ALMS 2013 EXPERIENCE

1. Do it! You won't regret it.
2. Book your accommodations early. If you decide to camp instead, you can always cancel your reservation just before the event, depending on the weather.
3. Bring mountain bikes and helmets. Next to the pony tail express, it's the best way around the track.
4. Buy a program. Don't be thrifty. It's an excellent passport to the entire event. My sons used it to help differentiate the drivers, to help track lap times. It also makes an autograph book during the paddock walk.
5. Bring a camera capable of taking high speed pictures. The scenery is beautiful, and the vantage points provide excellent opportunities for professional looking photos.
6. If you have kids, bring them. It's a safe, comfortable environment to let them explore, and more importantly an opportunity to spend precious time together building memories. 🏁



Photo by Eshel Zweig



Photo by Eshel Zweig



Photo by Eshel Zweig



Photo by Richard Shepard



Jörg Bergmeister and Patrick Long on the pre-race grid; photo by Eshel Zweig

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- Benjamin Franklin



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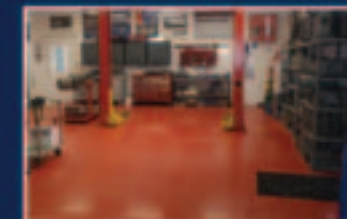
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UCR has recently shared the track with the BMW Trillium Club at the annual PCA Club Race at Mosport in July, and in August joined forces again to co-host a monthly Social at Port Credit Yacht Club.

Now UCR has been invited to join in on a very worthwhile program developed by the BMW club: The Street Survival School. Please read on and get back to me to share your thoughts and your interest in this program. The next scheduled event is on Saturday, October 13th, at the Powerade Centre in Brampton.

Sincerely,  
Martin Tekela  
UCR Past President  
mtekela@rogers.com

# STREET SURVIVAL SCHOOL



By Isi Papadopoulos, BMW Trillium Club

**Do you have a new driver or know someone who does?  
THEN WE HAVE A PROGRAM FOR YOU!**

*"Motor vehicle crashes are the leading cause of death among 13 – 19 year olds, more than from drugs, guns and violent crimes combined". "62% of teenage motor vehicle related deaths occurred in vehicles driven by another teenager".*

There are all kinds of statistics like the above. They are published every year by Stats Canada and the US National Highway Traffic Safety Administration. We would like to put a dent in those numbers! Our goal is to help our members, their families and the general public in not becoming part of these statistics.

On June 10th, Trillium Chapter held Canada's very first Street Survival School. This very successful program, which has been run by BMW Clubs in the US for ten years, is targeted at drivers with only a few years' experience. It is designed to go beyond driver's education and give them the hands-on experience and tools to become safer, smarter drivers. In the US, the program is sponsored by the BMWCCA Foundation and by Tire Rack.

The June event was held at the GO Transit parking lot in Unionville and the YMCA next door generously allowed us to use their classroom. The program consists of in-class sessions coupled with on-course sessions to embed the skills in the drivers. Students bring their own vehicles to the event, as the intent of the program is to make them safer drivers in the vehicles which they drive each day.

The program is open to all makes of cars and participants need not be members of the BMW Club. This is a community service program run by Trillium and is a non-profit event.

The weather on June 10th was very hot and sunny, with temperatures reaching 35C. Trillium set up two shelters and had lots of water on hand for all. The program was run in a most professional manner with students divided into two groups: One group in the classroom while the other was on the course. The exercises included threshold braking, accident avoidance, skid control, tailgating, skid pad and highlighted the negative effects of using a phone/texting while driving. The students learned many techniques that they did not previously know, and also learned how their own vehicle will respond to an emergency avoidance manoeuvre or to an emergency braking and swerving situation. They learned to anticipate and to think ahead so as to avoid any situations that may lead to an emergency.

At the end of the day there were lots of smiling faces, both students and instructors, and many parents who were thoroughly impressed with the program and the life-saving skills, which their kids learned that day. Many thanks to program director John Dimoff and the many volunteers who instructed, ran the exercises and volunteered for many other functions. Special thanks to Bill Wade, Program Manager of Street Survival Schools in the US, who travelled to Toronto from Kentucky to help run the first school, and to the BMWCCA Foundation and Tire Rack.

Trillium Chapter is a leader in BMW Club of Canada chapters, and having invested heavily into developing this worthwhile life-saving program, will assist other BMW Club of Canada chapters in launching the program in their areas.

The next Toronto area Street Survival School will be on Saturday October 13th, at the Powerade Centre in Brampton. To register, please call John Dimoff at 905-477-1800 or email at john.dimoff@trillium-bmwclub.ca

If you are part of the BMW Club and would like to offer your services as a volunteer, also please contact John. It is the volunteers who make this program work! 🌀

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UCR Webmaster, Otto Mittelstaedt accepts his PCA National website contest award



Provinz Editor, Kye Wankum receives his PCA National newsletter contest trophy



Automotive Journalist, Kathy Renwald



The Toronto Star's Jim Kenzie



UCR Membership Chairs, Angie and Mark Herring accept their PCA National membership contest trophy



Dagmar Pegg hands out ever-popular door prizes



The panel of automotive journalists fielded a great number of questions from the audience



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New Members continued from page 7

Name	Location	Model	Thanks To
James More	Toronto	12-Panamera 4	Downtown Porsche
Paul O'Connor	Toronto	12-Cayenne S	Downtown Porsche
Howard Orfus	Toronto	12-Panamera 4	Downtown Porsche
Cezary & David Paluch	Toronto	75-911S	
Paul Pinchbeck & Lynn Hynd	Blue Mountain	72-911	
Jakob & Lisa Pospieszynsk	Toronto	97-911 C4S	
Brian & Valerie Pring	Sutton West	74-911	
William Qualtrough	Orono	80-911	
Doug & Sharon Ritchie	Woodview	89-911	Botho Von Bose
Howard Rudner	Toronto	12-911	Downtown Porsche
Peter Stevanovski	Toronto	12-911	Downtown Porsche
Henry Tacons	Toronto	08-911 C4S	
Lesley Thouret	Toronto	08-911 S	Downtown Porsche
Michael Tsang & Andrew Wan	Richmond Hill	99-911	
Hsing-Min Wen	Toronto	00-Boxster S	
Tom Williams	Oshawa	85.5-944	
Ka-King Wong	Richmond Hill	12-Cayenne S	Ron Bell
Dan Hlavacek & Laura Pontieri	Toronto	87-911	Downtown Porsche
			Trf-In Connecticut Valley





# CLASSIC PORSCHE

**A NEW LINE OF BUSINESS  
SERVING OLDER CARS >**

By Robert Eberschlag, UCR Member; photographs of the Revive The Passion 911 restoration project, courtesy of Porsche AG





Perhaps, like me, you own an older Porsche and this past winter received a postcard from the manufacturer offering you free roadside assistance for your “classic” car? If so, perhaps you also shared my amazement.

Why would Porsche be offering free roadside assistance for old, high-mileage and therefore presumably more breakdown-prone cars? It’s even more surprising when you consider that in many cases these cars were purchased second-hand from someone other than a Porsche dealer. My incredulity at Porsche’s apparent altruism did not prevent me from almost tripping over myself to sign-up for the program (only the first 1,500 registrants were eligible). A few weeks later I received in the mail some compelling brochures describing the roadside program, a sticker with the roadside assistance program phone number to go on my B-pillar, and a curious vintage Porsche postcard printed on steel instead of paper, kind of like a small license plate. All of this for free? Why?



In the context of some other things Porsche has been doing, the free roadside assistance program begins to make sense. Porsche has developed a department called “Porsche Classic” dedicated to the repair, maintenance and restoration of vintage Porsches. Porsche Classic’s capabilities were recently displayed in the much publicized raffle of a beautifully restored 1973 911T. If Porsche Classic is to be a viable business, it must capture the attention of its target customers, and the free roadside assistance program appears to be both a way to build a customer database and to rekindle, or in some cases create, a direct relationship between classic Porsche owners and the dealer network.

Through e-mail correspondence with Porsche Canada, I learned from Thomas Ilnert, Director of After Sales, that an estimated 10,000 vehicles registered in Canada meet the “Classic” designation. Porsche Canada put me in touch with Philipp Salm of Porsche Classic in Stuttgart for a telephone interview in May so I could learn more.



**R.** I own a 1986 911 and so I got the mailing concerning the free roadside assistance, and I eagerly signed up. However, it made me curious; why is Porsche offering free roadside assistance?

**S.** Porsche dealers had kind of lost track of their classic customers. Have you been in the Porsche dealer for servicing your car?

**R.** No, I’ve been going to an independent mechanic.

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**S.** See, that’s where we are. When we were at the Porsche Parade in Savannah last year, we found out that most of the US customers—I don’t know about the Canadian customers, but I think it is similar—have no idea that they can get all the Porsche Classic parts at the local Porsche dealer. There are more than 35,000 parts available and we distribute them to Porsche dealers worldwide. So the Porsche Classic roadside assistance is one possibility, to first get to know the customers from our point of view and then the other side that the customers get to know the Porsche dealers again or the first time. Many customers don’t have a new car like a 997 or whatever, so we try to get them into the Porsche dealer.

**R.** I think there is a suspicion among some owners of older Porsches that the dealers are very familiar with servicing the new cars but might not be as familiar with the older cars. For example, the air-cooled cars: I often think the technicians at the dealers are so young, they were barely even born when these cars were on the road, should I trust them with it or not. That’s one of the reasons I go to an independent, because I know my mechanic has a long history with the air-cooled cars. Do the dealers receive special training in the older cars?

**S.** I don’t know about the Canadian dealers. I’m sure we do not offer it as a personal training in Stuttgart yet, but we are planning on it right now. But there is lots of technical literature and everything in our systems that they can find out and usually in most dealers there is at least one guy who knows better from the past.

**R.** Did Porsche Classic grow out of the “Special Wishes” department?

**S.** Special Wishes is a department doing individualization on the new cars and they are the sister department to Porsche Classic. Porsche Classic is split into two significant departments. The first side is supply with the original parts, and the other is the classic workshop, where we do maintenance, repair and of course total restoration projects, starting from the 356 speedsters up to the 993.

**R.** So when you do the full restoration, you do that in Stuttgart I guess? Are those primarily European customers? Or do people ship their cars from North America for that?

**S.** I would say it is both. Mainly for the maintenance and repair and minor damage, it is of course European customers. But for the 959 the customers are sending their cars worldwide because of our know-how on the techniques of





the 959; because it is a really complicated car and with all the tools you need to do the servicing. At any time there are six, seven or eight 959s in the workshop. That's almost like another museum. On the 356 speedsters it is starting up; we have a US 356 speedster now in our workshop. Before that we did the restoration mainly for Europeans.

**R.** I notice that the classic program gets cut off at a certain year, I think it is basically the end of the air-cooled era; the 986s, 996s and 997s are not eligible for the program. Is the plan that with every passing year you will bring in one more year of car? Are you looking back 20 years, or are you looking back by model type?

**S.** The cars we're taking care of are all the models that ran out of production ten years ago, so the total model line, for example, the 993 ran out in 98, so in 2009 we took over at Porsche Classic because the parts suppliers of the cars told us they could not deliver parts 10 years after the end of production. This is where the classic specialist in the parts purchase department tries to keep up with the classic parts and that actually is a difficult thing to do because the original suppliers don't have to supply us any more.

**R.** I guess one of your considerations is that a lot of old Porsches are still on the road and that's why this program makes sense. If you are a manufacturer that had a very low survival rate for the cars, it wouldn't be economic.

**S.** More than 70 percent of the old Porsches are still running. And of course it is getting more because we are producing higher numbers now, but these numbers are confirmed to the 993. The more customers that are coming into the dealerships and buying our original parts, the more parts we do, the better prices we can do. 🌀



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# FOCUS

## THE ESSENTIAL INGREDIENT IN DRIVER EDUCATION

### Reflections of a member in his first year of UCR DE

By Garth Stiebel, Provinz Associate Editor

English literature buffs among our readership will recognize and probably take issue with my paraphrasing of Samuel Johnson, but my intent is not accuracy but suggestion. Johnson was speaking of the impending execution of a condemned criminal, but the consequences of poor decision-making on the track can be equally serious.

The Upper Canada Region's Driver Education Programme Student Log Book lists various evaluation levels, from Green to Blue Run Groups and the constant thread from novice to advanced driver is achieving and maintaining awareness of multiple sensory inputs. These inputs range from the obvious; seeing and acknowledging flags, other drivers, position on or off the line, location on the track, to the more subtle cues from your vehicle, through the steering wheel, gas, brake and clutch pedals, the seat and the g-forces as the car traverses the pavement. Is the car comfortable with what you're asking of it or does it become destabilized when you least expect it?

*"Nothing so concentrates the mind as the contemplation of one's impending demise."*

All the requirements and admonitions expressed both in written instruction and through the instructor's verbal suggestions are as true in Black as they are in Green, but with one big difference—your speed goes up dramatically as you progress, making appropriate and timely reactions increasingly critical to your safe circumnavigation of the track. A loss of focus can, indeed, lead to an unfortunate collision with a cement wall or another vehicle.

Consider, for instance, a curve entered a little too fast, where compensation for understeer or oversteer is needed. (For those unfamiliar with the terms, 'understeer' is when you see the tree you're going to hit; oversteer is when you don't.)

Once corrected, a kind of selective amnesia is required. If you don't forget the turn you've just miscalculated and immediately re-direct your attention to what's coming up, you will likely mess up the next one, as well. Living in the moment is a pre-requisite to driving fast; if you dwell too long on what just happened on the track, you will likely end up off the track.

Driving a car efficiently is a creative endeavour, in much the same sense that playing music, writing poetry, painting and playing sports are. It requires the pursuit of ever-higher skill levels, a dedicated attitude, a commitment and willingness

to learn and never stop learning. It means admitting deficiencies and even vulnerabilities to yourself and others and getting out of your comfort zone. (A point worth remembering is that DE instructors are often even further out of their comfort zone, in a vehicle at high speed with individuals whose capabilities they are, initially, not at all familiar with). It may be considered a form of meditation, in which all distractions need to be screened out while a certain one-pointed attentiveness is directed towards all those

aforementioned sensory inputs and the brain puts acquired concepts into action. If this sounds complicated it's because it is, but the human brain does this all the time, from eating cereal to flying jet planes.

I am told that wisdom is nothing more than doing the right thing at the right time. Like many—if not most things in life—the pursuit of excellence, not the fear of death should be our prime motivators. Driver education in our club offers opportunities, unique for most people, to explore and appreciate the implications of both. ⚙

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Sean Seidman: "I'm told that at the age of four I recognized and identified every car on the road by name and model. By the time I was in University, I was a huge Formula One fan and attended Grand Prix Races whenever I could in my home town of Montreal. My life through college revolved around tennis and academics, as I completed a degree in Finance on an academic and tennis scholarship in NCAA Division I at the College of Charleston, SC. When I graduated and entered the financial world, I was able to buy a dream car of mine, a 2002 E46 M3. A good friend invited me to a lapping day at Mosport. Before the end of my first day on the track I knew two things: One - that I was hooked and, Two - prior to that day I had no idea how to drive. I just had to go home and tell my wife! She didn't entirely support my enthusiasm as a father of small children. With Porsche's racing tradition, I felt there was no business lapping in any car but the iconic 911. In 2005, I purchased the car that I track now, a 1999 3.4 litre 911. Since then I have had some spins, one with my Mother-in-law in the car in turn 5! Despite this, my wife now fully supports my days on the track as she sees that, not only am I a much better driver than I used to be, but I am also very happy doing it.

All these years later, the most important lesson that I have learned is that I am so fortunate to have formed so many meaningful friendships through UCR and the PCA."

When planning the perfect lap, it is important to consider your exit out of the turns prior to the straight-aways. The proper exit allows you to get on the power early, giving you maximum time at full throttle. This is not the fastest way through the corner itself, but produces accelerated lap times. While this concept becomes intuitive to our PCA Driver Education track participants, the philosophy is not as easily translated to investing.

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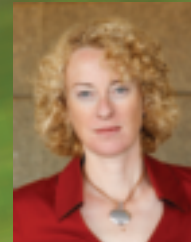
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# OBJECTS OF *Desire*



**Emily Atkins**  
Provincer Associate  
Editor

## Murderer's Remorse

It's over. I killed my summer lover.

Yesterday I walked to the back of my brother's barn and nearly wept as I saw the beloved turbo for the first time since the July Driver's Education event at Mosport. It's sitting on a rusting open trailer, weeds rapidly growing up around it. But shiny as ever, the car looks eager to go again. Decay has not begun to take its beauty.

But it is truly dead. Its roaring heart silenced thanks to my neglectful love.

Everything was going so well. We were flying together at the track. We had a beautiful rhythm going, the corners were coming together, we were getting faster and faster. I felt I could count on the car to do exactly what I told it at the right moment. It seemed to be reading my mind.

But then I went too far. I pushed it beyond its abilities and, like a faithful hound who will follow you till he drops, the car didn't say, "Stop, I've had enough." It just stopped. With a horrible, heart-wrenching grind of metal on metal.

I've only had a comparable sinking feeling a few times in my life. That moment when you know you've done something terribly, terribly wrong. Your stomach balls into a knot, adrenaline fills your veins with icy lead and you feel like throwing up. And your brain claws at any crazy notion that maybe it's not so bad. Maybe there is hope.

But I knew. At first I was so shocked I couldn't think. It barely registered that I would not be driving my beloved red car the next day.

In fact, everyone at the track was so supportive that I was momentarily caught up in a whirlwind of offers of help. Everything from a ride back to the city that evening, to the use of some pretty amazing cars, to help getting the car off the

grounds and to a safe place. The club members are outstanding people, and I am so grateful to all who helped and offered help and advice. Thanks to their kindness, I didn't have a chance to feel sorry for myself.

The pain of the loss was somewhat assuaged the next day, with the opportunity to drive a GT3 and a 944 S2. Stellar experiences, in very different cars, made sweeter by the achievement of receiving a field promotion to the white run group and going out for my first solo laps at Mosport. It was definitely a great day; the silver lining in the terrible, black cloud.

And then the devastation set in. At home alone on Sunday night, with no red car in the driveway, I realized that all the excellent driving momentum I had achieved so far this summer was in jeopardy. And simply because I was neglectful. It was a painful few days. Of course I had options, but none would bring back the car I loved.

I actually miss it. I miss the cool factor of having it, of being able to drive it to work once in a while and I miss its quirks and sounds and the sheer joy of driving it. I even miss washing it. It's amazing how painful it is. After all, it really is just a car. A bunch of sheet metal, mechanical bits, fancy leather seats and some shiny paint. How could I be so attached to a machine?

It represents so many things. It's freedom, joy, speed and risk all in one handsome package. It's a challenge—can I make it do what I want, can I tame the beast? It takes me places - both locations and circumstances - I have never been before and would never have otherwise reached.

It may not really have a personality, but it's as real as a person to me. I am so sorry and sad that it is dead. This car was the first for me, and we all know that the first is special. Something better may come along tomorrow or in ten years, but no matter what happens next in my car-loving life, I will never forget this one.

RIP little car. You were the best. ☹



# 2012 FUN RUNS



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

## UCR FUN RUN PLANS

### September 15: GTA East and Farm BBQ

**Helmut and Elizabeth Brosz, E-m.hbrosz@brosz.net**

The run will start on Major Mackenzie near Highway 404. It will run east to the Chalk Lake Spring, Tyrone Mill, Mosport, Ganaraska, Newcastle, Lake Ontario, Newtonville and the 401 for a total of about 100km. Then to Brosz Farm for a BBQ lunch. Bring a water jug for fresh spring water; your meat and drinks; your own special treat (e.g. berries, mushrooms, homemade preserve, baked goods, fruit from your garden, musical instruments etc.).

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

**Chris Leavens, RSVP to: diane@porschelondon.com**

Meet at 9am at Porsche of London, 600 Oxford St. West, London, Ontario for coffee and donuts. At 9:30 we will depart and drive south for half an hour to Port Stanley. From there it's a scenic two-hour drive along the spectacular Lake Erie shoreline over winding country roads, through many small lakeside communities. We'll take a 15-minute coffee break in Port Burwell, then wind our way to Port Dover by 1pm for lunch at The Erie Beach Hotel, which is famous for its Perch. After lunch you are on your own or can opt for a group drive back to London.

### September 29: Muskoka Fall Fun Run

**Anne and David Forbes, David.forbes@NBPCD.com**

Keeping our promise to last year's and this year's spring participants Anne and I would like to host a fun run on September 29th, 2012. We chose this Saturday in September to share the Muskoka fall colours with you. We will have a mid-morning start from Bracebridge, with a stop in Huntsville or Rosseau for lunch at one of the local Bistros, then spend the balance of the drive enjoying the beautiful Muskoka countryside.

Following our driving, it's back to our home for refreshments. Anne and I plan on having dinner (sushi) at Wabora, a Japanese restaurant in Bracebridge. We would love it if you could join us there for an excellent dining experience. There are many wonderful resorts here in Muskoka, and if any of you would like to stay overnight we would be happy to assist in setting up those accommodations. ☼

## UCR FALL RALLY OCTOBER 6, 2012

Come and enjoy autumn's spectacular colours in the scenic Kelso area. Meet other Rally enthusiasts and see the colours of beautiful Porsche cars. The rally is run on an International Rally format, except for the speeds. All you need to bring is a Porsche, a navigator, a calculator and a clipboard.

Lots of fun and many prizes will be given away. Coffee and donuts will be served at the drivers' briefing. Rally starts at 10am and runs for three to three and a half hours.  
**Cost: \$50/car. Register early. Entries should be in by September 23, 2012.**

For information contact Rally Master,  
Sajjad Butt at 905-567-8466 or  
email [sadia.butt@utoronto.ca](mailto:sadia.butt@utoronto.ca).

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

I don't know about the rest of you, but I'm having a great Porsche season. I'm selfish like that. I've been to the May event where I discovered that despite last year's injuries I could still get around the track quick and smooth enough to thrill me. At the June event I was touched by the generosity of the Black and Red run groups as they joined the volunteers in making the Porsche Abilities charity day an exceptionally heartwarming event. That was followed by the Track Walk and an event that was both safe and fun.

July held the UCR Club Race where I drove the Pace Car, which was a Cayenne this year. It was a warm weekend so the A/C was a welcome addition. We were joined by BMW this year and all the racing was great fun to watch. Mike Edmonds and all of his volunteers did another outstanding job. Then we moved on to the Can/Am event where we shared the track with the members of NNJR. It was a busy three-day weekend with lots of friends and lots to do. The NNJR event is the one event of the season where our Track Team doesn't have to work at the track, so we hung out, visited old friends and had a great time.

That was followed closely by the American Le Mans races at Mosport. The Porscheplatz was once again filled with enthusiastic race fans watching all the Porsche action on the front straight. There was a Jumbo TV facing the VIP tents this year, so one could watch the cars go over the top of corner two and look to the TV as the action continued down the hill. I was a guest at the Michelin tent down in corner one and rarely moved during the action. That was probably because I was stuck to my chair. It sure was hot and humid that day! July was definitely a motorsports month with three three-day weekends in a row at Mosport. It's hard to believe that I actually have a job too!

Then off to Calabogie in August for the RM Auctions Mid-Summer Event. Jack Boxstrom and RM Auctions' generous donation of a lunchtime buffet for everyone set the tone for that event. Everyone was excited to go back to Calabogie after four

years and the challenge of a 21 or 22 (depending on if you count the kink) corner track kept everyone working on the perfect lap. Due to the smaller numbers we all got tons of track time and the single paddock and catered lunch at Calabogie encouraged the social aspects of the event. It was a great time and one we should repeat. It was also good timing to hold this event midway through the season because the bugs were mostly gone too. The last time I was there, in early July, they tried to carry me away... lol.

Now that September is here and the high temperatures are starting to subside, we can look forward to the penultimate event of the season, the Fall Colours Event. This is when the kids are back in school, the trees start to change colour, and everyone gets a good night's sleep. It's one of my favorite times of the year because all of the rushing seems to be over, the car is sorted out and the next two events are back at our home track of Mosport (CTMP). I refuse to call it Canadian Tire Motorsports Park until they start taking Canadian Tire money at the restaurant.

I know the turbo cars benefit from the change in season too as they develop noticeably more horsepower in the cooler air. I upgraded my brake pads, from generic ceramic pads to a track compound at Calabogie. I was concerned about the sheer number of corners and their ability to dissipate heat in a heavy car, so I'm looking forward to driving Mosport with them. Then I will have a clear baseline to determine if they are more effective or just a waste of money. In performance parts, sometimes the hype far outshines the value.

Speaking of which, I almost made it through this article without ranting on about something. Unfortunately on the way back from Tim Horton's I heard that Facebook's stock value has fallen even farther. Since I just wrote that sometimes the hype far outshines the value, I have to mock those who purchased the stock in the first place. Something only has value if its absence makes a difference. Take away fuel, electricity, food, natural resources or even Sesame Street and there are negative effects. You may not be able to travel, see in the dark, eat, build shelter or count and spell properly, so each of these things has some real value. If you removed Facebook and all traces of it from the planet, the only difference would be that some sad people would have too much time on their hands. While it may be a distraction from real life, it has no value; none. The only reason people bought it was so they could try and profit from it and that's just greed. Greed has no value either.

See you trackside! ☺

## PCA/UCR 2012 NOMINATING COMMITTEE SEEKING RECOMMENDATIONS

The Club's Nominating Committee nominates candidates for election to the elected offices of the Club and conducts the annual elections. The elected offices are President, Vice President, Secretary, Treasurer and six Directors. The Club's Board of Directors comprises the ten elected officers, the most immediate past President who is available, the Editor of Provinz and the Club's Webmaster.

If you are interested in being nominated by the 2012 Nominating Committee for election this year, or wish to recommend another member for nomination, please advise the Chair, Martin Tekela at the following email address:  
[mtekela@rogers.com](mailto:mtekela@rogers.com).

You can also contact any other members of the 2012 committee, namely Mario Marrello, Horst Petermann, Kelly Stapleton or Kathleen Wong.

*Because not everyone drives like you do.*

[kbergmanis@bplawyers.ca](mailto:kbergmanis@bplawyers.ca)

Kurt Bergmanis, Member Ontario Trial Lawyers Association  
Member PCA UCR



**Bergmanis, Preyra LLP**  
Personal Injury Lawyers

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Toronto, ON M6A 3B4  
Tel: 416.256.1700 Fax: 416.256.1707



# 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.

**2001 Porsche 996TT;** Completely Factory Original. Only 48,000 kms. Six-speed, full black leather interior, eight-way power seats. Aluminum shifter, park brake and door sill plates. Hand-stitched leather steering wheel (\$1,800 value). PSM control. Digital premium stereo. Compact disc. Four wheel drive. Eighteen inch turbo II wheels with four brand new tires. Crested wheel centres. BiXenon headlamps. Seal Grey Metallic paint; rear wiper. Full clutch kit at 37kms, upgraded 997 wires and fresh oil just performed. Local Ontario car 2nd owner. No paintwork or accidents of ANY kind. I purchased it from SEGAL Motorcar. Asking price: \$56,900. If interested please contact Terry at (416) 801-7428\*

**2009 911 Carrera S Coupe;** black on black, 4,313 miles. 6-speed, Carrera Sport wheels, Sport Exhaust, full leather interior, sport seats with red stitching, heated seats, rear wiper. perfect condition inside and out. Won the club raffle 911 GTS and need garage space. Asking price: \$76,000 US. If interested please contact Colin at (716) 574-8856\*

The Mart is a free service to UCR members.  
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in the next month's issue.

**1993 Porsche Carrera C2;** spectacular 911. Desirable colour with automatic rear spoiler. Drives beautifully. Absolutely pristine, gorgeous car. No accidents. Original paint. Original Cup wheels with new Toyo TR1 tires. Original radio, tools etc. All desirable options including mint sport seats. Original records back to 1993. 155,600 kms. Recent maintenance includes new clutch, Zimmerman brakes and rotors, major service, valve adjustment, fluid flush, plugs, CV boots, alignment and new air conditioning. No leaks. Car will be sold certified and e-tested. Asking price \$29,500. Open to a reasonable offer. If interested please contact Wallace at (905) 263-2685\*

**1987 Carrera Sunroof Coupe;** clean rustfree coupe with 3.2L engine, G50 tranny and hydraulic clutch. The car features and options include leather power sports seats, whaletail, sunroof, Momo leather steering wheel, Autothority Mass Flow Sensor and RUF style fiberglass bumpers. Exterior and interior are black. 117,000 km. OEM Mass Flow Sensor and bumpers come with the car. Air conditioning system is not currently operational. Asking price: \$29,000. If interested please contact Michael at (416) 200-6453\*

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


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

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

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

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

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

**MVS Motors Ltd**  
112 Select Ave Unit 5, Toronto, M1V 4A7  
416 412-3777 mvsmotorsltd@rogers.com

**Refined Motor Sports**  
218 Evans Ave. Etobicoke, M8Z 1K8  
416 248-9777

## NORTH

**Alex McIntyre and Associates**  
PO Box 517, Kirkland Lake, P2N 3J5  
705 567-3266

**Auto Select**  
1228 Gorham St. Unit 8 and 9  
Newmarket, L3Y 8Z1  
905 853-0442 autoselectrepair@gmail.com

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

**Daytona Auto Centre**  
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705 327-8672 exurocar@rodgers.com

**Fiorano Racing**  
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416 741-1696 fioranoracing@hotmail.com

**Greenlink Auto**  
23 Harlech Court, Thornhill, L3T 6L5  
905 707-1921 greenlink\_auto@yahoo.ca

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

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

**Sports Car Boutique**  
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613 353-7012 markus@kos.net

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

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

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

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

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

## WEST

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St. Catharines, L2M 6S9  
905 682-4242 augusteauto@cogeco.net

**Eurotune**  
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519 927-9929

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

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

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

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

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

**Mantis Automotive**  
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Oakville, L6L 2X5  
905 844-6219 ernie@mantissport.ca

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

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

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

**Tatra Motor Sport**  
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**Autosport MG**  
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service@markmotorsofottawa.com

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



# PERIPHERAL VISION



**John Adam**  
UCR Historian

## UCR Wins at 2012 Salt Lake Parade

Just back from Salt Lake City, UT, where UCR brought home several trophies. UCR won first place for Absolute Membership Growth, plus a cheque for \$500. (This is the sixth time, and the fifth time in the last decade for membership wins.) Provinz placed second in Class 5—the largest PCA Regions. Our website placed second. Congratulations to all involved in making these awards possible on a continuing basis. Botho von Bose trophied in Autocross with his 997.

We renewed our acquaintance with Paul Gregor and Sandra Mayr, the Porsche Club contact persons at Porsche AG. Paul is a Canadian from Uxbridge and has recently been relocated to Atlanta. We also met and socialized with Porsche Cars Canada's Joe Lawrence and Louis Martin, who are based in Mississauga.

At the main Parade hotel, the nicely done hospitality area served the purpose very well. The Goodie Store was rather sparse for old-timers. The on-site dinners were noteworthy for the excellence of the food served in the large convention facility of Grand America Hotel.

Strangely enough, when we attend Parade, there may be dozens from our Region but any number of them never came across our radar screen. That happens each year and I have difficulty understanding it. Perhaps we saw their Ontario license plate in the parking lot at times but never met the member. Same thing happened this year. On the other hand, the long distance award winners drove from St. John's, Newfoundland, and sat at our table at the Saturday banquet.

Next year, Parade will be in Michigan. It's your opportunity to see much of America and then enjoy the company of about 1,500 good friends. It's 675km to Grand Traverse Resort from Mississauga and we anticipate a large UCR contingent. The American Parade attendees have been missing our Canadian hijinx and expect a repeat performance in 2013.

I know that you will hear it from others but... elections are coming up in November and we will be determining who manages our club and its activities next year. The new board, in turn, should appoint all the 2013 event chairs before its traditional Planning Meeting later in the year. Think about doing your part to help in your own way. We have been members since 1983 and the return we have received for our investment in the club has been very rewarding. The bottom line is that you get out of it in proportion to what you put in. It may be time for you to consider getting involved in any number of areas that you have some modest skill at. It's not just about P-cars. It's about people. You and me.

Any member of the board or event chair will be happy to talk to you about the opportunity for you to get involved in the way that you find most enjoyable. Be part of the team and you will work with some great people, add your own ideas to make our club even better and have a lot of fun at the same time. ☼

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# BOARD MEETING

Minutes for July 3, 2012 - Submitted by Isabel Starck

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

**Meeting Open:** 6:37 pm

## Mario Marrello Confirm Minutes

Walter Murray made motion to approve June meeting minutes, seconded by Arthur Quinlan, motion carried unanimously.

## Mario Marrello for Mike Bryan Membership Report

UCR continued to grow in June, with a net gain of 22 primary members and a total of 2049. Adding in the family/friend affiliate members, the grand total has risen to 3267.

## Tomiko Murk Treasurer's Report

Club working capital: \$180,940.  
Income to date is -\$2,880.00 vs. -\$15,600 budgeted for 2012.  
Net income continues on track as per 2012 budget.  
The budget includes an amount for Charity of \$17,500.  
Both the Club Race and Track Events are in line with the budget.  
A final report of the Club Race financials will be presented at the August meeting.  
Walter moved to accept treasurer's report, Martin seconded, motion carried unanimously.

## Horst Petermann/Mike Edmonds Club Race Update

Total revenue, \$83,500.00, which included \$19,000 from DE participants, \$5000 from Porsche Cars Canada, \$500 from Closets, \$15,000 from Braidan Tire.  
Mario congratulated Mike on a job well done.

## David Forbes/Del Bruce Porsche-Abilities Day at Mosport Report

David reported a fantastic event. Stephen Goodbody and Del Bruce both recognized for their superb efforts.  
Panorama and Provinz will both cover the event with upcoming articles.  
Total expenses conformed to \$15,000 budgeted amount.  
Walter congratulated David Forbes for spearheading our first PCA Charity Track event.  
Jill Clements-Baartman to attend our August BoD meeting to offer formal thanks to Board members.  
Open discussion to continue regarding a Charity Day for 2013 to be decided at a later time. Sponsorship will be considered as a possibility.

## Kye Wankum/Richard Shepard Concours Report

Event was a huge success with 73 registered cars in the show and at least that many again in the parking lot. We got lots of positive comments and feedback from attendees. We are finalizing the financials now. A special thanks to event chair, Chris Ralphs, plus David and Anne Forbes, Jeremy Ralphs, Amanda John, Douglas

Ailles, and Ashima Jain who volunteered to help make the event a success.  
Appleby College was a great location and members were happy to have the Concours there again. The staff at Appleby was very accommodating and great to work with.

## Kye Wankum/Richard Shepard Provinz Report

The July issue is in the mail, members should receive it shortly. We welcome the new advertisers for the July issue; they are RKT Marketing and ProperVU Realty.

## Mario Marrello for Mike Bryan YES Report

Canopy for UCR booth purchased for \$200. UCR booth appreciated by the continuous stream of member and non-member visitors, many wanting to know how and where to find particular Porsche models/years for sale.  
TV spots and published press releases provided a lot of positive PR for UCR.  
Over 30% of cars on display were Porsches and they were viewed by more than 20,000 visitors.  
Congratulations to UCR member and YES founder, Phil Downe, who did a tremendous job in organising this event and providing such prominence for our club.

## Otto Mittelstaedt Web Report

Nothing to report.

## Del Bruce Driver Education Update

709 Registrations to date.  
142, 149, 95, 95, 131, 98 registrations, June through October respectively.

## Walter Murray Targa Muskoka Update

September 7-9, 2012.  
75% sold out. Limited to 37 cars (considering 2 people per car-driver, navigator) due to maximum count of 80 people for dinner.

## David Forbes Fun Runs/Rally Update

9 Fun Runs scheduled in 2012, with 4 remaining.  
The majority of which are becoming annual events thanks to committed hosts.  
June 23rd rally presented many no-shows, perhaps due to weather. Considering incorporating a "pay as you play" policy.  
No registrations to date for Fall Rally in 2012.  
Otto suggested the club utilize an online registration system.

## Horst Petermann Cayenne Fun Runs

40 recently joined club members owning Cayenne's contacted by Horst. The majority expressed an interest in having a Cayenne event. Research made to host an event on www.co4x4.com (Central Ontario 4x4 Club) who's main purpose is to organize and run responsible four-wheel drive events.  
Jill Clements-Baartman's husband, Steven Revoy, a potential candidate to lead volunteer effort. >



Del proposed contacting Range Rover club events at Mosport. David expressed intention to assist with administrative duties. Martin to write a Volunteer article for entry in next issue of Provinz.

### Isabel Starck Socials Update

July 10th event to be held at Pfaff Porsche in Woodbridge. Owner, Chris Pfaff will host this as a private event. August 14th event to be held at Port Credit Yacht Club. Co-event with BMW Trillium club. Speakers will consist of a panel of auto sport journalists including Jim Kenzie and John Mahler. September 11th TBA October 9th The Musket Various complaints about DFC Social received. Primarily the promotion of “bier” being served and location of social on the premises being changed without notice. Mercedes Benz club president expressed interest in co-hosting a social. Mario to forward MB club president contact details. Due to non participation at various socials, BoD proposed a 1-2 main venue homebase, not including the dealerships going forward.

### Mario Marrello Autocross Update

At June 4th event, 18 cars registered and a total of 20 participated day of. August 12th is the next scheduled event, held at the Toronto Star parking lot.

### Walter Murray Communications Strategy Update

Circulated minutes prior to BoD. Reviewed proper methods to follow.

### Martin Tekela Nominating Committee Plan

5 member nominating committee for the 2013 elected board. Representing the Board: Horst Petermann, Mario Marrello, and Martin Tekela. Representing the general membership population: Kelly Stapleton and Kathleen Wong. August issue of Provinz must publish a call for nominations. Slate to be published in October issue.

### Martin Tekela/Isabel Starck Awards Gala

Date scheduled. November 17th. DJ to be decided later. Venue to be determined.

### Mario Marrello ClubRegistration.NET Open Forum

Club Registration.net, run by Chris Alvarez, is now the exclusive Club Race registration site for PCA club events.

### All Board and Chair Role Descriptions Update

Isabel to include an updated list to all Board members.

### Mario Marrello Any other business

None to report.

### Next Meeting Location

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

### Meeting adjourned 8:03 PM



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# CONTACTS

## EXECUTIVE

*President*  
**Mario Marrello**  
P: (647) 700-0093  
[m.marrello@computer.org](mailto:m.marrello@computer.org)

*Vice-President*  
**Del Bruce**  
3240 Greenburn Place  
RR # 1, Locust Hill, ON  
L0H 1J0  
H: (905) 686-2690  
C: (905) 409-5512  
[delb@rogers.com](mailto:delb@rogers.com)

*Past President*  
**Martin Tekela**  
P: (416) 804-9959  
[mtekela@rogers.com](mailto:mtekela@rogers.com)

*Secretary*  
**Isabel Starck**  
P: (416) 887-0386  
[isabel@sportscarboutique.com](mailto:isabel@sportscarboutique.com)

*Treasurer*  
**Tomiko Murk**  
(416) 841-1731  
[tmm@stocpro.com](mailto:tmm@stocpro.com)

*Provinz Editor*  
**Kye Wankum**  
1422 Trotwood Avenue  
Mississauga, ON L5G 3Z6  
Cell: (416) 805-1616  
[kye.wankum@rogers.com](mailto:kye.wankum@rogers.com)

*Web Master*  
**Otto Mittelstaedt**  
[ottom@stellarblue.ca](mailto:ottom@stellarblue.ca)

## DIRECTORS

**Mike Bryan**  
128 Cranberry Lane  
Aurora, ON  
L4G 5z3  
H: (905) 727-2979  
C: (905) 726-9027  
[mike@brycorp.ca](mailto:mike@brycorp.ca)

**David Forbes**  
21 Brian Road  
Bracebridge, ON  
P1L 1A5  
H: (705) 646-0886  
O: (416) 365-6020  
C: (705) 788-8828  
[David.Forbes@NBPCD.com](mailto:David.Forbes@NBPCD.com)

**Walter Murray**  
1721 Cedar Avenue,  
Bracebridge, ON  
P1L 1W9  
H: (705) 646-1176  
C: (705) 394-8746  
F: (705) 646-1161  
[murray.dexta@gmail.com](mailto:murray.dexta@gmail.com)

**Horst Petermann**  
P: (416) 766-9694  
[horst.petermann@rogers.com](mailto:horst.petermann@rogers.com)

**Tim Sanderson**  
1442 Rougemount Drive  
Pickering, Ontario  
L1V 1N1  
H: (905) 509-3601  
C: (416) 391-6955  
[tim@nwaretail.com](mailto:tim@nwaretail.com)

**Arthur Quinlan**  
18 Front St. E.  
Strathroy, ON  
N7G 1Y4  
B: (519) 245-0342  
[aquinlan@quinlansomerville.com](mailto:aquinlan@quinlansomerville.com)

## EVENT CHAIRS

*Driver Ed Chair*  
**Dave Osborne**  
1066 Gardiners Rd.  
Kingston, On, K7P 1R7  
P: (613) 384-7077  
F: (613) 384-7044  
[csracing@kos.net](mailto:csracing@kos.net)

*Chief Instructor*  
**Stephen Goodbody**  
250 Cochrane Dr. #2  
Markham, ON L3R 8E5  
B: (905) 415-8248  
F: (905) 415-8249  
[lsgform@idirect.com](mailto:lsgform@idirect.com)

*Appraisals*  
**Bruce Farrow**  
118 Woodview Drive  
Pickering, ON L1V 1L2  
H: (905) 391-6917  
[roadshowauto@rogers.com](mailto:roadshowauto@rogers.com)

*Autocross*  
**Mario Marrello**  
P: (647) 700-0093  
[m.marrello@computer.org](mailto:m.marrello@computer.org)

*Awards Banquet*  
**Martin Tekela**  
P: (416) 804-9959  
[mtekela@rogers.com](mailto:mtekela@rogers.com)

*Club Racing*  
**Mike Edmonds**  
Phone: (416) 738-5562  
[mike.edmonds@rogers.com](mailto:mike.edmonds@rogers.com)

*Concours Co-Chairs:*  
**Chris Ralphs**  
[chris.ralphs@sympatico.ca](mailto:chris.ralphs@sympatico.ca)

**Richard Shepard**  
[richard\\_shepard@hotmail.com](mailto:richard_shepard@hotmail.com)

*Fun Runs*  
**David Forbes**  
[david.forbes@nbpcd.com](mailto:david.forbes@nbpcd.com)

*Goodie Store*  
**Andy Hunt / Nautical White**  
Suite 6, 6620 Kitimat Road  
Mississauga, ON L5N 2B8  
P: (905) 826-1777

*Historian*  
**John Adam**  
416 Isabella Ave.  
Mississauga, ON L5B 2G2  
H: (905) 270-2991  
F: (905) 272-0086  
[johnqadam@rogers.com](mailto:johnqadam@rogers.com)

*Membership*  
**Angie & Mark Herring**  
2091 Cameron Dr. RR#1  
Campbellville, ON L0P 1B0  
H: (905) 854-3332  
[ucrmembers@explornet.com](mailto:ucrmembers@explornet.com)

*Membership Retention*  
**Ken Jensen**  
49 St. Charles Street  
Maryhill, ON N0B 2B0  
H: (519) 648-2974  
[jensenk@alumni.uwaterloo.ca](mailto:jensenk@alumni.uwaterloo.ca)

*Shift Into Spring/UCR Open House*  
**Paul Ip**  
P: (647) 962-3931  
[paul.ip@rogers.com](mailto:paul.ip@rogers.com)

*Zone 1 Rep*  
**Jennifer Webb**  
61 Sweetnam Drive  
Lindsay, Ontario K9V 0A7  
H: (705) 328-2647  
C: (514) 235-0157  
[jenniferbischoff@hotmail.com](mailto:jenniferbischoff@hotmail.com)

*Rally*  
**Sajjad Butt**  
P: (905) 567-8466  
[sadia.butt@utoronto.ca](mailto:sadia.butt@utoronto.ca)

*Tech Editor*  
**George O'Neill**  
41 Bellefair Ave, Toronto, Ontario  
M4L 3T7  
C: (416) 399-5534  
Office: (416) 946-1300  
F: (416) 946-1308  
[George@ONeillRealEstate.ca](mailto:George@ONeillRealEstate.ca)









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