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Please ensure you are logged in to the UCR site to read the minutes.

The Mart: http://pcaucr.org/classifieds/ Classified ads can be submitted through the website.







Cover photo: Image by PDC Photography, Pedro de Carvahlo.

2013 CALENDAR OF EVENTS

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

JANUARY			28-29-30	Fri-Sat-Sun	UCR Club Race & Advanced	
8	Tues	UCR Social	JULY		Lapping, CTMP	
FEBRUARY			9	Tues	UCR Social	
12	Tues	UCR Social	12-13-14	Fri-Sat-Sun	Driver's Education, Can/Am with NNJR, CTMP	
16	Sat	Fun Run: Valentines in Niagara- On-The-Lake	19-20-21	Fri-Sat-Sun	ALMS race and Porscheplatz, CTMP	
MARCH		Old Dave Oalan Dirth Old Old	28	Sun	Fun Run: Collingwood	
1 12	Fri Tues	Ski Day, Osler Bluff Ski Club UCR Social	28	Sun	Autocross: Toronto Star,	
23	Sat				Vaughan	
23	Jai	Cayenne Fun Run: Sugar Shack Run	AUGUST			
APRIL			13	Tues	UCR Social	
9	Tues	UCR Social	17	Sat	Introductory Driving School, Shannonville	
13	Sat	Introductory Driving School, CTMP Training Facility	17-18	Sat-Sun	Driver's Education, Shannonville	
20	Sat	Open House: Launch into Spring, Markham Fairgrounds	25	Sun	Autocross: Toronto Star, Vaughan	
27	7 Sat Introductory Driving School, CTMP Training Facility		SEPTEM	IBER		
MAY		o mining radiii.	6-7-8	Fri-Sat-Sun	Targa Muskoka	
4	Sat	Fun Run: Muskoka Spring Run	10	Tues	UCR Social	
11-12	Sat-Sun	Driver Education, "Swing into Spring", CTMP	14	Sat	Fun Run: Porsche of London, London Run	
14	Tues	UCR Social	15	Sun	UCR Concours, Location TBD	
18	Sat	Braidan Tire Brunch, Markham	21-22	Sat-Sun	Driver Education, Fall Colours, CTMP	
19	Sun	Autocross: Toronto Star, Vaughan	28	Sat	Fun Run: Muskoka Fall Run	
25	Sat	Fun Run: Beaver Valley	OCTOBER			
26	Sun	Fun Run: Kawartha	8	Tues	UCR Social	
JUNE			19-20	Sat-Sun	Driver Education, Oktoberfest, CTMP	
1	Sat	Fun Run: Porsche of London, Simcoe County	26	Sat	Cayenne Fun Run: Porsche- Abilities Family Run	
7	Fri	Charity Event, Black & Red Run Group Training Day	26	Sat	UCR Rally, Location TBD	
8-9	Sat-Sun	Driver Education, Track Walk Event, CTMP		NOVEMBER		
11	Tues	UCR Social	12	Tues	UCR Social	
15	Sat	Fun Run: Bear Manor Niagara Escarpment Run	DECEME		HOD Cardal	
15	Sat	UCR Rally, Location TBD	10	Tues	UCR Social	
15	Sat	Legends of the Autobahn, CTMP			UCR	
16	Sun	Yorkville Exotic Car Show			a classe	

PRESIDENT'S FORUM



Walter Murray UCR President

id you realize that to meet our production deadlines, monthly messages have to be written a month in advance? So as I look out my study window, it seems as though we have had snow off and on for days. How can I accurately predict what sort of "Porsche Weather" will occur in early April? Turn to the Canadian Icon Wiarton Willy to see what happened on Groundhog Day. He failed to see his shadow, so our erratic winter weather should end soon, with spring just around the corner. Manitoba's less-known Winnipeg Willow, and the legendary Punxsutawney Phil concurred. What have groundhogs to do with Porsches? Nothing really, but they do serve to stimulate debate as to when we can roll out our cars again.

And this year we have the exciting track renovations at Canadian Tire Motorsport Park. Our thanks to Tim Sanderson for arranging the social. Carlo and the famous Canadian racecar driver, Ron Fellows, are the new owners. Great to have ownership back in Canadian hands. As an active DE participant, I eagerly anticipate sampling the updates and new tower. I predict DE should be off to a great start.

Already this year we have had a very successful Ski Day at Osler Bluffs. Thank you Don Lewtas and Martin Tekela for quarterbacking and to Don for what I understand was awesome hospitality.

Also hard to imagine we have had two fun runs already, the Valentine's tour of Niagara and the March Sugar Shack run. Well done, Steve Revoy and Jill Clements-Baartman.

As you will see in this edition and online, the Open House, Launch into Spring, is just around the corner. It will be held at the Markham Fairgrounds again. It's our first major event of the year to drive our cars and catch up with hibernating friends. Many of our advertisers will be there and we may be lucky to have the new Cayman on display. So come on out and enjoy. Thanks to Mark Solomon, Event Chair and Mario Marrello, David Forbes, Paul Ip, Walter and Tomiko Murk and Sheri and Neil Whitlock for assisting.

I talked before about our Relationship Review process with Dealer Principals. On Feb 20th we had the pleasure of meeting with Helen Ching, Constantine Siomos, and Chris Plater of Downtown Porsche. Downtown is a great supporter of the Club, having given all new Porsche purchasers a PCA membership. They will also give members a 10 percent discount on parts and service. It makes the membership worthwhile. Thank you for your warm welcome and outstanding support. We will shortly be meeting with another great supporter, Pfaff Porsche.

Until next month, drive safely.

Walter Murray.



Welcome! NEW MEMBERS

Name	Location	Model	Thanks To
Harry Aronowicz	Willowdale	13-911	Downtown Porsche
Lawrence Baldachin	Toronto	10-911	Downtown Porsche
Thomas Becker	Cobourg	01-911C4	Mark Gardiner
Dave Biagioni & Angie Filax	Oakville	07-911C4S	
Peter Bouzalas	Toronto	13-Cayenne	Downtown Porsche
Jun-Yu Cao	Markham	13-Cayenne	Downtown Porsche
Jack Castellano	Woodbridge	06-Cayman S	Eros Gerardi
Gerald Connor	Toronto	13-Panamera 4S	Downtown Porsche
Claudio & Maria D'Ambrosio	Mississauga	12-911S	Robert Quinn
Chun Ya Fang	Scarborough	13-Cayenne S	Downtown Porsche
Silvio Gafanho	Oakville	08-911 C2S	Downtown Porsche
Avi & Ash Garg	Sudbury	13-911 CS	
Roland Gossage	Scarborough	07-911 C4S	Downtown Porsche
Adam Grossman	Toronto		Downtown Porsche
Haohan Han	Toronto	13-Cayenne	Downtown Porsche
Alan Jette	Toronto	13-Panamera GTS	Downtown Porsche
Janice Johnston	Oakville	11-Cayenne T	Downtown Porsche
Fritz Kienle	Toronto	12-Panamera T	Downtown Porsche
Alex & Kathy Kosatschenko	London	08-911C4S	
Fernando Leal	Toronto	13-Cayenne	Downtown Porsche
Allan Levitt	Toronto	12-911	Downtown Porsche
Bo Lin	Richmond Hill	13-Cayenne S	Downtown Porsche
Weiye Luo	Aurora	13-Cayenne GTS	Downtown Porsche
Vito Michielli	Etobicoke	75-911	
Greg Mills	Toronto	13-Panamera GTS	Downtown Porsche
Patricia Norman & David Wregget	Mississauga	06-911C4	
David Ostella	Maple	11-911 GT3 Cup	TRG
Theo Pelleboer	Tottenham	02-911	
Jeffrey Phillips	Rexdale	13-Cayenne D	Downtown Porsche
David Rees	Brantford	13-Cayenne GTS	Downtown Porsche
Al Reid	Mansfield	89-911C4	
Carl Renzoni	Toronto	13-Cayenne S	Downtown Porsche
Douglas Robertson	Toronto	08-Cayman S	Downtown Porsche
Eddie & Carolyn Saab	Richmond Hill	10-911T	Website
Jason Smith	Toronto	12-911T	Website
Clae & Kylie Willis	Hamilton	02-911T	Mantis Racing
Liliang Xiong	North York	13-Cayenne S	Downtown Porsche
Manuel & Sabine Zerwes	Niagara on the Lake	97-911	
Steven & Auburn Zizzo	Ancaster	13-Boxster S	

Sports and Event Photography by michael a. coates 905.592.1962 E fin SPANCimages.com/porscheclub

Congrats! ANNIVERSARIES

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Stephen Muirhead &

Piotr & Lukasz Nytko

Matthew O'Keefe

Jane Leung

Valari Ohori

25 YEARS

Chris & Mary Pappas

20 YEARS

Bill De Angelis Serge Karaivan Jamie & Deborah Oliver

15 YEARS

Henry & Peter Costa Martin & Tiffany Lodder Michael Pohlmann Geoff Sheffrin Peter & Kathryn Tekker

10 YEARS

> Slobodan Halavanja Marc Morin Gary & Joanne Niven Shawn Prout Greg & Lori Van Norman

5 YEARS

David Bartram

Kate Buckley
Jo-Anne Collins

Michael & Jennifer Cummins

Terry Elliott

Malcolm Graham
Dale & Diane Harris

Ivan & Rosanna Juric

Tammy Jylha

Kevin Kenney & Michael

Cowger

Taylor Khan

Timur Leckebusch Lucie Limoges

Jeremy & Tinna Lloyds Veronica Low Bob Oldman
Rahel-Leigh Peckett
George & Graciela Ralli
Bonnie Schafer
Samantha Tam
Steven Thorpe & Susan
Grant
Eric Uhleman
Hank & Shirley Veldman



Alan & Julian Whitten

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

THREE GREAT SHOWS IN 2013!







STAY TUNED FOR FURTHER DETAILS TO FOLLOW IN PROVINZ AND ON THE UCR WEBSITE AT WWW.PCAUCR.ORG

Drovinz

April 2013

The Journal of Upper Canada Region



Launch into Spring at the UCR Open House

April 20, 9:30am to 3:30pm Markham Fairgrounds, 10801 McCowan Road, Markham, ON

ast year this show drew one of the largest crowds to date, and our organizers hope we can repeat or surpass last year's numbers. If the weather is as good as last year, it will be a fantastic day full of sunshine and Porsches—a great way to start the driving season.

For those of you itching to get the Porsche on the road, the day will include a Show and Shine and we will have an area for members with Porsche vehicles for sale (you may arrive any time after 8:00am to set-up). Porsche Canada and many

other vendors will have all things Porsche available, and our Goodies store will also be in attendance.

If April showers are in the forecast—no worries! We have a large building that will accommodate vendors and visitors, plus Puma shoes will be having a big sale in the building beside us, connected by an indoor walkway.

Hopefully, president Walter Murray's race-prepped Porsche will welcome all visitors to the Markham Fairgrounds as it will be ready to Launch into Spring!

Mark Solomon ml.solomon@rogers.com



Fast Cars and Big Hearts

ver a recent lunch, Dave
Osborne and Walter Murray
turbo-charged last year's great
event of providing a unique track experience for children and young adults with
health challenges. The original idea came
from my past conversations with Dr.
Lorne Rotstein, an outstanding surgeon
at Princess Margaret Hospital.

Following last year's successful track day due to the outstanding efforts of Del Bruce, Jill Clements-Baartman and the whole DE team, we are now reaching out to children and youth who are coping with cancer. We will work with Hearth Place Cancer Support Centre in Oshawa to provide these individuals with a track experience during Saturday sessions on the DE weekends.

A big thank you goes out to Dave. our track chair, Del, our



track coordinator, Stephen, our chief instructor, and Walter, our president. Thank you for fast-tracking then turbocharging our idea. You all have three things in common.... huge hearts, fast cars and the will to succeed.

David Forbes, Fun Run Chair David.forbes@nbpcd.com



THE WAY WE WERE...

30 Years Ago

Gerd Reisenecker wrote a lengthy feature on returning your mothballed car to service. May 7 was Performance Cars Day in St Catharines. How well I remember the annual high speed tour after departing the dealership and heading for NOTL. Socials were at Gasthaus Schrader, and there was to be a DE event at Shannonville, held jointly with Ottawa Region. Zone 1 DE at Mosport was returning for its ninth year. 250 cars were expected. The Holiday Inn rate was \$54. Editor **Bruce Farrow** was selling a 356 and a bunch of 911 parts.

25 Years Ago

Year-end membership stood at 311, up from 201 a year earlier. Statistics indicated 88 members were on track for DE the previous season. Our second annual Tire Tech was hosted by Green & Ross. Zone 1 DE event at The Glen was \$80. Ottawa Region at Mosport was \$100. Shannon-ville was \$55 per day. Jack Boxtrom and Ben Ciantar were new members

20 Years Ago

Now 950 members. Green & Ross was bankrupt. Pity. They were supporters of UCR. Rupert Bramall was very humorous in his article about buying a used car from a CA, artist, politician, doctor, lawyer, etc. Clive Van Wert expected about 200 members to participate in DE. Ben Ciantar wrote about the fluids in your Porsche. Charlie Goodman compared driving schools. Dan Taylor wrote about two funny cop stories.

15 Years Ago

It was the year that **Rick Bye** was involved in a major collision that threatened his life. In May, there was a benefit dinner. **Tom Brown** and **Ben Ciantar** ran a Know Your Porsche course for ladies only. **Helmut Brosz** was promoting a spring tour to Prince Edward County.

Contributed by John Adam, UCR Historian

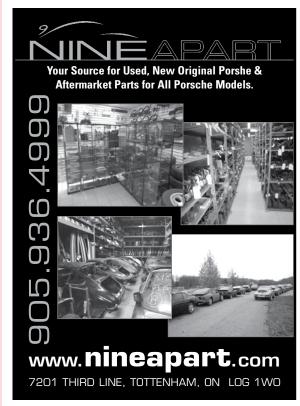
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Isabel Starck **UCR Socials Chair**

SOCIAL EVENTS

e look forward to seeing you at the next social and please remember to RSVP 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.

Socials Chair Isabel Starck is taking a maternity leave. For details or more information on Social Events, please contact President Walter Murray. murray.dexta@gmail.com.

Upcoming Events

April 9th. 2013

Mimico Cruising Club, 200 Humber Bay Park Road West, Toronto, Ontario, M8V 3X7. www.mimicocruisingclub.com; 416-252-7737. Speakers: GT3 Canada Cup Drivers/UCR Members

May 14th, 2013 **TBD**

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MARCH SOCIAL

Taking a shine to Claude Sevigny

By John Adam



laude Sevigny is a Canadian treasure and a global expert in protecting and preserving the finish on your favourite toy. He works as a technical expert for Meguiar's and has had employment postings all over the world. To have ready access to his level of expertise is a fabulous opportunity. Though Sevigny had a prepared presentation, backed by video, he preferred to answer a myriad of questions. He needed no notes when dealing with:

- Why does Meguiar's make so many products?
- What is the best wax to protect my new car?
- How do I remove small scratches and swirl marks?
- What do I need to do to clean/prep my paint before waxing?
- What kind of towel should I be using to remove polishes and waxes?
- Is liquid, paste or spray wax best?
- How do I remove water spots?
- How do you restore dull headlights?
- What should I use to clean my wheels?
- What do I use on the black trim of my car?
- How often should I wax my car?

As they say, "If you missed it, you missed it." Members at the social enjoyed prodigious quantities of free samples and Meguiar's goodie bags at the end of the evening.





Past President Mario Marrello was recognized by the club for his service with a Porsche jacket and framed certificate of gratitude. Mario (centre) is congratulated by director Del Bruce and president Walter Murray at the social.

UCR TECH SESSION Tech Tactics East 2013

By George O'Neill, UCR Tech Editor





he 33rd annual PCA Tech Tactics East session was held in Easton, Pennsylvania on the February 23rd weekend. Although hosted at various East Coast locations over the last three decades, the event has taken place at the Porsche Northeast Regional Support Centre, in Easton, for the past three years. Attendance was strong, with over one hundred people participating on Saturday, the day I attended, and a similar number on Sunday. The agenda included eight technical sessions, repeated Saturday and Sunday so members were able to attend the day that best fit their schedule.



Porsche's 135,000sqf Northeast Regional Support Centre performs three key functions. First, it houses about \$10 million worth of new parts inventory which is turned over on average six times annually. The warehouse supplies Porsche dealers in 13 East Coast states as well as those in Nova Scotia, Quebec and Ontario. The centre also manages high-value warranty parts returns, such as engines and radios. The second key function the centre performs is training dealer technicians in all things technical about new Porsche vehicles. The facility houses three large bays as clean as most kitchens, with garage doors directly to the outside, lifts, alignment machines and specialized tools along with dedicated presentation studios. Several hundred technicians train here each year.

The third key function of the facility is sales support for the eastern part of the US and Canada.

About 30 people work in the building, and Easton was selected because it's central to the eastern markets, and since there is also space to grow the facility as future sales volumes warrant.

Technical sessions were held in one-hour tranches through the day, starting at 8:30am and finishing around 6:00pm. As normal at Porsche club events, the day could have gone on much longer, since attendees had all kinds of questions and comments to share. Technical discussions were varied to cater to as many people's interests as possible and included sessions on the new 3.0L turbo-diesel Cayenne V6 engine, components of the Carrera 4 drivetrain, Porsche 901/911 restoration, windshield protection, chassis tuning, 996 maintenance, new tire technology, introduction of the new Cayman, and a design overview of the Porsche sports cars. Watch for future issues of Provinz for articles on some of these sessions.



Tony Hatter, Porsche Sports Car Design Manager flew from Germany for the event, and he led the two sessions on design, which were my favourites this year. On more than one occasion Tony mentioned the phrase "Day Light Opening", or DLO for short. Each time he spoke about it he snickered a bit suggesting he thought it was a silly term to describe the silhouette shape of the opening in a car's side essentially the side opening windows plus any glass areas where light can pass through. Apparently the

global automotive industry uses the term DLO to refer to this area. But what is not silly or by chance is the DLO on 981s and 991s, which are very specific and distinctive. Tony drew the profiles of each to highlight this point.

Tony also spoke about the internal friction—dare I say "politics", my word not his—between the aerodynamicists, the thermodynamics engineers, the packing engineers, the manufacturing engineers, legal compliance and of course the designers themselves who want the best looking car with always the "biggest wheels possible" (Tony's words). Clearly tradeoffs are needed as the designers mock up in clay the shape of the car they prefer, then the shape gets tested in the wind tunnel and the aerodynamicists claim the shape must be changed since the aerodynamic drag is too high and therefore fuel economy will be lower than the target, then the thermodynamics engineers claim the engine may not get enough air and will run too hot, then the manufacturing engineers may claim the paint will not be thick enough at a vertical crease, and on and on it goes, iteration upon iteration until everyone is satisfied, at least to the extent they can be. From design start to design freeze, it takes on average about one year to go through this process.

An example of a design tradeoff is illustrated by the following. Did you know the air openings at the front of cars are not allowed to be bigger than a child's head? This is a legal requirement just in case for some reason a child sticks HIS head in there—the word HIS being appropriate, since a girl would be smarter and not do such a thing. So those vanes in the lower front fender air openings may not be there for aerodynamic reasons, as many would assume. They may really be there to keep a child's head out. So design is not just about good looks and proper function, there are other real-world considerations to account for as well.

Looking back over the past three events, I must say this year's was the best. Pete Tremper again did a wonderful job planning and managing the sessions, arranging a mix of presentations and discussions led by PCA members who are experts across many aspects of Porsche vehicles, and by suppliers who have specific performance parts available, and by Porsche itself who makes available several experts and representatives. PCA is fortunate to have such wonderful support from Porsche AG directly.

If you have a chance, I wholeheartedly recommend attending a future Tech Tactics session.

If you have an idea for an article, to either write yourself, or you just would like to learn more about a particular Porsche related topic, please e-mail me at George@ONeillRealEstate.ca. - Cheers, George



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Ski Day Splendid

UCR goes downhill



By Don Lewtas, Ski Day event chair

From left to right, front row: Darren Slemko, Hazel de Burgh, Helmut Brosz, Martin Tekela, Gabi Armstrong Dave Armstrong Back row: David & Susan Rosebush, Tom Tutsch, Don Lewtas, Allan Mestel

other nature provided an abundance of fresh snow at Osler Bluff Ski Club in the days leading up to the March 1 PCA-UCR Ski Day. This resulted in superb ski conditions at the Club and beautiful views on the trails with the evergreen trees weighted in white cover. It was a picture perfect winter wonderland for almost 30 PCA UCR members, family and guests who enjoyed a spectacular day. Participants showed a full range of skill levels from twoyear-old Luke Mestel, experiencing skiing for the first

time, to black diamond experts. Some were dusting off their skies after a few years of hibernation. In particular, Helmut Brosz was riding his vintage Porsche-crested skies that dated back to when new 924s graced dealer showrooms. Fortunately we do not do tech inspections on ski equipment and he did not need to test the bindings' release capabilities.

Hazel de Burgh, the official photographer for the day, did a superb job of capturing us in action and also at rest. The ladies who joined all had vibrant colours in their outfits and were undoubtedly the most stylish of the group in their parallel skiing form. The private club venue enabled us to get in lots of downhill time on the mountain as there were no lift lines. While the group skied essentially all the runs, the most popular were Gulch, the narrowest run on the mountain with its multiple banked tight radius "S" turns, and Lau-

> rie's Bluff, the steepest pitch on the mountain. Those runs received multiple passes. There must be something with Porsche owners that attracts them to those runs. After a full day at Osler we retired to a nearby cabin for a warm fire, cold beer, wine and cheese and chatted about our wonderful day on the mountain and, of course, our Porsches.







Martin Tekela.







Susan Rosebush

APRIL 2013 The Journal of Upper Canada Region

of a Lifetime By Laurel Ward, The perfect drift at Camp 4S **UCR** member

All images by PDC Photography, Pedro De Carvahlo



feel like I just finished the trip of a lifetime. I've just completed Camp 4S with Porsche Canada in Esterel, Quebec at Mecaglisse track. I have that happy glow of an ultra-good memory.

Camp 4S is a three-day performance driving school hosted by Porsche Canada on specially prepared ice and snow tracks. The added thrill is that we drive their brand-spanking-new Porsches. All tracks, slalom courses and skid pads are on land; not on a lake as some people wondered. Every year from late January to mid-February, Porsche



Canada runs Camp 4 (a precision camp for novice drivers) and Camp 4S (a performance school for advanced drivers) at Mecaglisse in Quebec, about an hour north of Montreal.

I signed up not knowing what to expect, but having heard rave reviews from some UCR buddies, I felt intrigued. Over the past year, I have looked for opportunities to try cars different from my own to broaden my track experience. And I felt a winter driving camp would be a ton of fun. I was invited to join a group of 10 committed track car enthusiasts from the Toronto and surrounding area. Given I knew half from UCR and other track events, I was in excellent company.

I loved it completely.

Our group represented 10 of the 30 participants in the school. My fellow enthusiasts were Howard Dexter who very kindly organized our group, Abe Reinhart, Doug Fregin, Keith Anderson, Courtney Walsh, Brad Usherwood, Geoff Chandler, Barry Dickson and Moens Pederson. And I was absolutely delighted to see a familiar face, fellow UCR babe Anna Dopico at the school as well.

Porsche Canada treated us royally from the minute we arrived. Kudos to Stephan Griese, Drive Event Manager, Porsche Cars Canada, and his team who oversee this event. Stephan worked with Camp 4 in Finland for several years and his team exudes competence and confidence. The hotel, the Esterel Suites and Spa, was exquisite, all meals were spectacular and the Porsches were oh-so-gorgeous. Imagine having three brand new Porsches for your personal use for three days. Porsche Canada brought in the brand new and highly acclaimed 911 Carrera 4, 991 Carrera 2 and the Boxster S. We had 15 cars for 30 drivers; each car shared by two drivers. And race car drivers were our instructors. I was beyond excited.



The formal part of the school began the first morning with a one hour classroom session. Ionathan Urlin, our enthusiastic instructor, led us through the specs of each car we would be driving and familiarized us with the four different track configurations and skid pads. We would be driving a combination of all-wheel drive and rear-wheel drive cars. Jonathan excelled at getting

us pumped. We reviewed the three steering techniques that we would be experimenting with over the next three days: steering by braking, steering by excessive acceleration and weight transfer from side to side, also known as the aka rally flick. He spoke about how important vision skills would be since we all know the car goes where we are looking, and looking at snowbanks would not be conducive to smooth runs.



Out to the track. I started in a red Carrera 2S on Track 1—a 2.5km track of solid ice laced with snow and banked by three-foot snow walls. All the Porsches had PDK and we generally drove in Sport Plus or Sport settings. Then it was off

in the shiny blue Boxster S on Track 2 to accomplish a rally flick by transferring the weight from side to side with the steering wheel and the perfect lift of the throttle. Next, I drove the much anticipated silver 911 Carrera 4 on the double skid pad doing figure eight and hourglass combinations. Keeping the nose in and blipping the throttle to get the butt out and keep-

ing the throttle at the perfect speed to maintain a seamless drift was brutally hard. This is where I learned how important vision was and to maintain the throttle fairly aggressively without oversteering the car to what felt like a timeless drift. Finally on day 2, I had a big happy smile knowing I had at last accomplished this drift.

I worked hard for three days—each day applying the previous day's skills on new and larger track configurations. Driving time was not scarce—on the track from 9am to 4pm with a break for lunch, and some days giving up a coffee break to keep going. On the final day, I drove all four tracks combined, for a 5.5km-per-lap session.



Congrats to fellow UCR members, Brad Usher-

wood and Anna Dopico who received awards as

But most special was the camaraderie of the group, not a memory of one particular car, nor of one particular challenge or thrilling accomplishment. The camaraderie of the group pulled the adventure together: cheering each other on, giving tips, comparing our favourite Porsches, our fear-

"Next, I drove the much anticipated silver 911 Carrera 4 on the double skid pad..."

> less instructor joyous when he saw the accomplishments of his teachings, and the drinks each night courtesy of whomever stuffed the car best into a snowbank.

I am in that happy glow today, proud of myself that I went with an open mind and returned home with a heart full of memories.





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A complete fun run schedule can also be found online at http://pcaucr.org/driving/fun-runs/fun-run-event-list/ We will update as details become available.

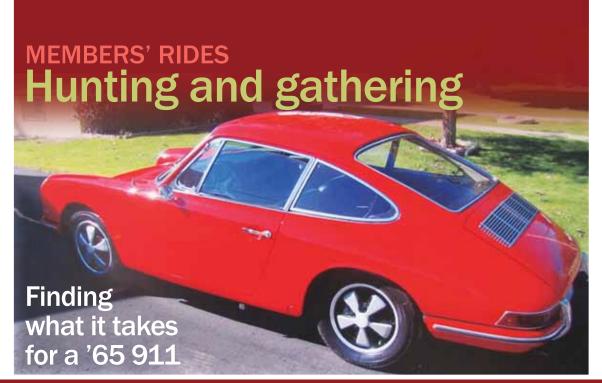
- May 4: Muskoka Spring Fun Run. We would have a mid-morning start from Bracebridge, with a stop in Huntsville or Rosseau for lunch at one of the local Bistros, then spend the balance of the drive enjoying the beautiful Muskoka countryside. Following the drive, it's back to our home for refreshments. Anne and I plan on having dinner (sushi) at Wabora, a Japanese restaurant in Bracebridge. Please plan to join us there for an excellent dining experience. There are many wonderful resorts here in Muskoka, we would be happy to assist in setting up overnight accommodations.

 David Forbes. David.Forbes@NBPCD.com. 705-788-8828.
- May 25: Beaver Valley Fun Run. Hosted by Hazel deBurgh and Dwight Dyson. After registration and the drivers' meeting at 10am in Shelbourne (at the junction of Hwy 89 & 124), we'll depart at 10:15am on a twisty/hilly route north. Next up: a hearty lunch in a local restaurant at around noon, then we'll continue past waterfalls, lakes, rivers, and streams. We'll have a 45-minute stop in Thornbury, then we'll be on the road again to see one of Ontario's most breathtaking vistas. Our final destination will be the Blue Mountain resort, by about 4pm. We'll conclude with an awards ceremony and prizes for the driver and navigator who were paying the most attention along the way. Limit of 20 cars. Contact Dwight to book your spot. dwight.dyson2@sympatico.ca 519-599 5533.
- May 26: Kawartha Fun Run. The event will start in the Peterborough area. Registration will be at 9:30am with the start at 10:00am. The first part of the event will be east of Peterborough, north of Hwy 7, generally in the Stony Lake region. Lunch will be at a restaurant near Peterborough. The afternoon ride will be east of Peterborough, this time south of Hwy 7, in and around the Rice Lake region. An informal get together, with wine and cheese, will wind up the day at a location to be determined and hopefully within an hour of Toronto. Registration is limited to 15 Porsches. Please come, join Beth and me in a tour of this wonderful part of the Province. To register, email Peter Oakes at oakes102@gmail.com or leave a message at 416-300-3875. Please give your name and contact information email and telephone numbers, at least home and mobile.
- **June 1: Simcoe County Fun Run 2013,** Porsche of London. Jennifer Nobbs, jenn@orilliavw.com, 705-325-6107.
- June 15: Third Annual Bear Manor Poker Fun Run. Join us for our Bear Manor Poker Fun Run culminating in Grimsby on the Niagara Escarpment. We look forward to continuing the added element of a Poker Run to this year's Fun Run with prizes for the best poker hand. We will wind our way through the escarpment, by scenic vineyards and travel tree-lined back roads. The run will culminate at a local winery where lunch will be served. Start time is 10am in Grimsby (start location and details to follow). Vaughn Warrington, vaughn.warrington@nbpcd. com, 905-541-2012.

B Drovinz

APRIL 2013

The Journal of Upper Canada Region



By Bob Ebert, UCR member for 19 years

t all started on September 9, 1994, after seeing an ad for a 1966 Porsche 911. Not that I needed the car, but I had a 1966 912 in parts for a long time and I really wanted to see what it looked like back together. I had forgotten.

My first experience with buying a Porsche had not been a good one. It was the '66 912. I bought it out of Toronto for \$3,800, a lot of money at that time, but I wanted the car. Being a rookie, and not knowing how Porsches are affected by winter weather, I had really bought a lot of work and expense. After many years and a lot of frustration, the project was abandoned and sold. The only good thing that came from it is the original radio that was in the car is now in my 911.

So on that day in '94 my son, who was 15, and I started on a journey to Brantford, where the car could be seen. I really didn't go there to buy, but only to satisfy my curiosity. The Porsche was a nice red, the price was lowered, and my son kept saying, "Buy the car, Dad." So I did.

The person I bought the car from owned a flatbed truck and offered to bring the Porsche down to where I live in the Niagara Peninsula. That was great.

It was registered as a 1966, but on further inspection it wasn't a '66 but a '65 with a VIN of 300761. Wow! A nice surprise. The owner couldn't tell me much about the car, but at that time it didn't matter to me. From that time forward it's been fun and a rewarding journey.

There were some things on the car that were right and some things on the car that were wrong. Typical Porsche repairs of that time. The best part, however, was that most of the things needed for a '65 were there.

The overall condition of the 911 was very good considering the year. The steering wheel was a Dino wood wheel, which was not original and I was lucky enough to purchase a Porsche wood wheel which was correct for that year. The price was far less than what you would pay for that wheel today.

Because of the lack of swap meets around the area, I was forced to go to places in the USA for parts I wanted to upgrade on the car. I made many a call to different states, talking and asking about things I needed. The places I visited most through the years were Hershey, Pennsylvania and Mentor, Ohio. Hershey is a place you must go if you are restoring a Porsche, it has several hundred vendors and almost everything you need, and takes place in April. Mentor, Ohio is smaller but the vendors



always had good parts at reasonable prices. It takes place in June. One thing I have learned buying used parts, is pay a little more than you want, buy the best you can get, so you are not replacing that part again later.

It has taken some time to bring the car to the condition it is in today, but I never rushed into it trying to meet a deadline. If it weren't for swap meets I would never have been able to afford to restore my 911. It's not a VW, and once you say you have a Porsche the price seems to go up. Lesson learned.



It's been 19 years in the making and I must say I have met a lot of people who have become my friends because of this. As a child, I always wanted to own a Porsche, never thinking that one day it would be a 1965 911. I have enjoyed bringing the car back to its original the best I can, and I will say finding parts for that year is much harder and more expensive now.



When I first bought the Porsche I drove it more than now, but the enjoyment for me is to try to get it back the best I can. It has played a big part in my life for the time I have had it, to the friends I have made, and the joy of owning a Porsche. It's been a joy to own this car and I have been thinking of letting someone else do the same. To me it's like a million dollar picture, it's great just to look at it.



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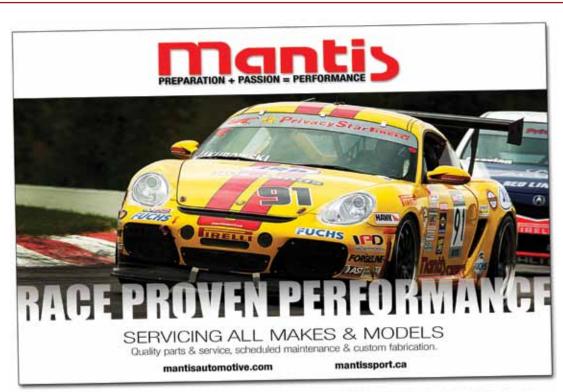
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electable chocolate creations, sips of fine wines, great company and the purr of our Porsche Cayenne. Who could ask for anything more on a chilly February day? Yes, February!

Steven Revoy organized UCR's first annual Winter Fun Run - Days of Wine and Chocolate at Niagara-on-the-Lake. Our tour began with a tasting at the Niagara College Teaching Winery. The students delighted us with a light and lively rosé, paired with chocolate sushi at their outdoor ice bar. The designated drivers enjoyed a flavourful fruity spritzer.





hour winter winery tour. We paused at the Ravine Winery for an haute cuisine lunch in their cozy country restaurant overlooking the snowy wind-swept vineyard. The easy flow of the afternoon took us to many other wineries where we chatted with the staff, learned about ice wines and late harvest wines, coopering (making the oak wine barrels), and delighted our taste buds with creative chocolate accompaniments.

As the day drew to a close, Eddie and Enza Schincariol, who had thought about bringing their 911, were pleased that they had their Mercedes SUV because the winter weather had started to roll in off of the lake. The choppy, slushy waves were a stark reminder of why we love to drive our SUVs, with heated seats, heated steering wheels and all-wheel drive in the winter, as well as with the windows open and the A/C on sultry August days at DE track events.

If you are longing to shake off the winter blues, join us next year.









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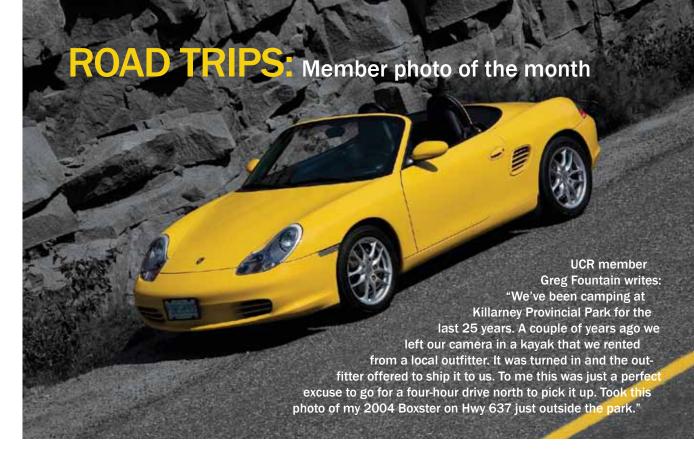
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OBJECTS OF DESIRE



Emily AtkinsProvinz Editor

Skinny dipping

riving my car is like skinny dipping.

I've only recently realized this as a result of my new role reviewing new cars. Every week I get to drive a different new vehicle. Sweet gig, I agree. There's something exciting about sliding into the driver's seat of an unfamiliar car every Monday morning. The novelty is a rush, as I find out cool tricks what each new vehicle has in store for me.

But there's also a catch. When you review cars you have to drive everything they're making, and that usually means the everyday, mass market cars that people use for basic transportation. Most cars are not made for drivers. They are all about getting safely from A to B, with kids, dogs and groceries and using as little fuel as possible.

Nothing wrong with this for most people, most of the time. It's good to have sophisticated vehicles that warn you when you need an oil change, when your tires are low, prevent you from rear-ending the car in front of you, and can not only tell you the weather where you are headed, but they'll park themselves when you get there.

Sometimes the new cars are hard to give back at the end of the week. But more often than not it's a joy to be back behind the wheel of one of my own cars, either the 944, or even my little Mazda Protege 5.

The key is they need to be driven. In too many new cars, the driver is becoming an accessory. There's too much car, too much technology and we're in danger of falling figuratively asleep behind the wheel.

I recently drove a giant luxury liner of a car. Nothing compares to floating along in its insulated cockpit (or should I say 'bridge') with heated steering wheel, hot and cold cupholders, back-up camera and park assist. Hard not to imagine yourself at the helm of a massive yacht, cruising the high seas. Other cars, drivers, pedestrians were all mere blips on the radar, barely real,



hoto by Will Chiu

barely registering from within the cocoon.

Another was the mid-sized family car with a hybrid engine. This one had its speed limited to 130kmh and a locked out volume control on the radio. All you can do as the driver of this one is sit there and dream of driving a car that does what YOU want.

Then there was the wagon with the built-in backseat driver. "You're following too close". "You changed lanes without signaling." "The car in front of you has moved and you haven't. WAKE UP!" The car doesn't actually speak those words, but these are the messages it conveys. It's keeping tabs on your driving, and it will act to correct you if it thinks an accident is imminent.

I'm not interested in a car that's going to do my work for me. I do not want to be a passenger in the left seat. There may be an argument in favour when all you do is commute in traffic, but I don't want insulation, I want sensation. I want to see what's all around me, feel the road, hear the engine and know that when I give the car an input, it will be translated precisely into action. I want my ride hard, low and responsive. In short, I want to drive.

What I don't want is precisely what these new cars are offering. Insulation, automation and boredom. The landyacht whose corners lie like mysterious far off continents makes me appreciate being able to see what's in my blindspot and where my back bumper is. The econobox with the slushy continuously variable transmission makes me give thanks for my left foot and right hand working in synch to achieve precise shifts, right when I want them. The mom'n'pop safety mobile with AWD, traction control and collision warning/prevention systems make me love my nanny-free, simple cars.

If you like to swim with a raincoat on, I have just the car(s) for you. Me, I prefer skinny dipping—nothing gets in the way of the pure sensation. There is nothing better than the connection of car and driver and road, unimpeded.



APRIL 2013 The Journal of Upper Canada Region

TRACK



Dave Osborne Track Chair



Events, vital information and my usual track season nonsense, I wanted to give some credit where credit is due. For many years there has been a prevailing belief that the club is divided into two distinct groups; those who track and those who don't. Those who track feel they are carrying the financial weight for those who don't and those who don't aren't aware of what all the fuss is about. After all, we are all in this club together right? Like any organization, there are those who choose to contribute a great deal and others who have less time or resources to offer.

The credit I alluded to in the first paragraph should go our 2013 Board and those who have volunteered to manage our communications. The new Director of Communications, Kye Wankum, partnered with Emily Atkins of Provinz, and Publisher/Webmaster, Richard Shepard, are actively working towards financial solutions that will bring Provinz to a break-even position and keep it there. This will minimize the strain on the Club's financials and leave the Driver Education program in a better position to deal with its own rapidly inflating track rental costs. This isn't a situation unique to UCR, as most Regions are suffering through rising costs of production and distribution. Upper Canada Region, under the guidance of our President Walter Murray, is actively identifying and dealing with the situation.

You might ask, why is the Track Chair going on about the magazine? It's because communications with our growing member base

is very important to the DE program as well. We use these media outlets to reach potential entrants, inform them of our programs and influence them to participate. We also want our club to consist of many different ideas and programs so that there is something for everyone. Having no muffler, "R" compound tires or 900 pound springs, not to mention a chiropractor who keeps me from going on fun runs, doesn't mean that they aren't a wonderful benefit to the club. I enjoy reading all about it and hope that those participants are just as excited when they read about the DE program. It's unfair to say that DE is subsidizing the magazine, because not only are we using the magazine to promote our programs, but we see a return on our investment with higher enrollment and greater awareness. You can't call it a subsidy if we are using it and getting value from it.

While this subject has been muttered and complained about below the surface for years, I thought I would just blurt it all out in my usual tactful way. What's changed this year is that those mentioned above are actually doing something about it now. It's my hope that with the financial house in order, all that "us and them" crap will gradually subside and we can all appreciate the benefits of a diverse, yet unified, club. Making sure every facet of the club pulls its own weight is a huge step in removing barriers and promoting dialogue. Like the faithful friends that we are, we want them to succeed in their efforts. So congratulations to those mentioned and keep up the great work.

This is the month all of our future DE participants get a taste of advanced driving techniques by attending the Introductory Driving Schools (IDS) at Mosport (CTMP). I still remember the excitement of my own IDS, held twenty-one years ago in a parking lot behind the Volkswagen Training Centre in Oshawa. Our Chief Instructor, Howard Dexter, was quite the teacher. Howard was smart, informative and funny as he explained the nuances of High Performance Driving in the classroom session. The atmosphere was charged with the excitement of 25 new drivers as we tried to absorb everything before the actual driving exercises. Somehow I'd managed to rotate my 928 during an avoidance exercise. I was expecting some loud criticism but Howard just strolled by my open window and observed that the engine was now in the proper end of the car.

That lack of pressure was conducive to quick learning and lessons never to be forgotten. That's the kind of school that our Chief Instructor, Stephen Goodbody, runs. Stephen and his band of exceptional Instructors warmly welcome everyone to IDS. The explanations are clear, the exercises have a logical purpose and the teaching is low-key and supportive. So for those who are attending, there isn't any need to lose sleep the night before. The program is fun and you'll all be brilliant at it. Hell...I passed!

For those of you who didn't make it into the April IDS programs, we will have another one mid-summer, attached to our Shannonville event. There you will be able to perform the same classroom and skid pad exercises and graduate to the main track for a DE event the very same weekend. IDS is the gateway to Advanced Driver Education so I hope that everyone who attends IDS this year moves on to try a track event. Twenty years from now you could be the Track Chairman

Just a quick reminder to all the procrastinators out there; the first DE is in a month! It's time to check your car for anything it needs so you can finish it before your Tech Inspection. Don't forget the new requirements for GT3, GT2 and new Turbos. The 2013 Tech Form has been updated by your new Tech Chief, Wallace Bradley, and is now posted online for you to read. The new form is the only one that will be accepted at Tech Line so make sure your shop uses it.

The May event will be our first DE at the newly configured Mosport (CTMP) facility, so this is going to be an exciting learning experience for all of us. We, on the Track Team, are looking forward to sharing the excitement with you.

See you trackside, Dave



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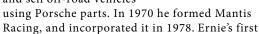






Ernie at the wheel of the Cayman.

rnie Jakubowski was born in Mannheim, Germany and moved to Canada at age two. As a teenager, Ernie got into off-road vehicles in a big way, winning six championships. Fascinated with electronics and fabricating, he began to build and sell off-road vehicles





Ernie racing the PCA 48-Hours of Sebring, 2013.

Porsche was a 914/6 and he went thru UCR Driver Ed in 1989. He still drives an early 911C. Ernie's accomplishments are legendary. Holder of a

ARE YOU A PORSCHE-PHILE?

Join in our member profile page!

If you'd like to be profiled here or would like to suggest someone else who should be, please get in touch with Emily Atkins, porschemily@rogers.com.



Race Cars: Cayman S & 944 Turbo **Street Cars:** 911C & 924S

Porsche Club racing licence, NASA licence, SCCA pro racing licence, PCA national instructors licence, etc. He holds the 944 lap record at Mosport and was the first anywhere to race a Cayman, and very successfully too.

Ernie has started a dynasty. Not only is his sister, Angie Herring, the keeper of our UCR membership, but his daughter, Margaret, is rapidly becoming a star racer. Margaret is an accomplished musician, and a member of the school orchestra in her final year at Sir Wilfred Laurier University. Ernie taught her to drive a manual gearbox car as soon as she got her licence and Margaret joined UCR in 2008. Her daily driver is a 924S and she races a 944 Cup car in PCA events. She graduated from Bondurant's three-day Grand Prix drivers'



Margaret and Ernie at the Sebring 2012 Club Race dinner with club member John Amardeil

course and in 2012 obtained her PCA racing licence. At Mid Ohio, in only her third event last year, she won her class.

The Journal of Upper Canada Region

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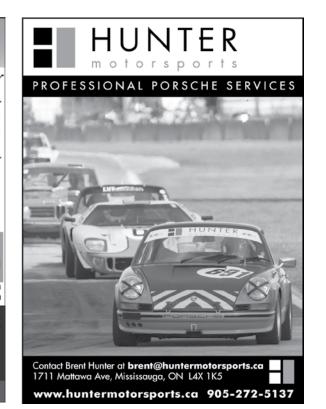
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THE STEERING COLUMN



Emily Atkins Provinz Editor porschemily@rogers.com

have to say a big "thank you" to a group of you who are making my job as Provinz editor look easy—I mean the whole communications team and board and you, the readers who are stepping up. The response to our new monthly features about our members—the Porsche-phile,

Members' Rides, and the Road Trip photo—has been fantastic. It's a real joy to hear from each of you, and I'm enjoying getting to know so many of you through your cars and stories.

Please keep the emails coming to keep the tank full. These stories and gorgeous images are the fuel that makes this baby hum along at high speed, and without it we'd be sitting on the shoulder, waiting for a tow.

As well, I am always looking for suggestions as to how we can do Provinz better, so please don't hesitate to share an idea, no matter how 'out there' you think it might be. The twisty road is the interesting road, and I like dangerous curves, so try me.

Speaking of curves, this month marks the start of UCR's track season with two Introductory Driving Schools at CTMP. I hope one of you brave students will step forward with your first person story of the IDS and how you came to be there. If you see me lurking around the edge of the skidpad with my notebook and camera, please come say hi, if you don't see me, drop me a note afterwards, while it's fresh in your mind. IDS will forever be a highlight in my driving experiences, and hearing about it from a new enthusiast will rekindle the fire, for me and all our readers.





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lohn Adam

PERIPHERAL VISION

Is it April already?

n March, we had confirmed our plans for Parade at Grand Traverse Resort, MI. This year, the UCR Club Race occurs at the end of Parade week. so we have an early departure from Parade to ensure we can help with the Club Race event.

Another important date on our Peripheral Vision calendar was Friday, March 22. That's the date NNJR opened registration for its three-day driver education event at Mid-Ohio, being held May 17-19. Mid-Ohio is my favourite track in many ways. There is a section called Madness and it is well-named. The other parts aren't too sane either. The other aspect about Mid-Ohio is that motels aren't too far from the track in Mansfield, OH, and rates are reasonable but moving higher. It's a seven-hour drive to the hotel, but it's all four-lane road.

We will skip the Mid-Ohio event this year in favour of our May visit to Kelowna wine country, followed by a long weekend with our PCA brethren on Vancouver Island. We will be social participants in their multi-event weekend in the Tofino area.

UCR has sold out its two scheduled advanced car control April dates on the Mosport (CTMP) skid pad. The UCR Driver Education program goes on track at Mosport May 11 and 12. Of course, that's not news to fellow Trackies. I will give you my

seasonal low-down on selections from further afield. By the way, I may go to my grave calling it Mosport rather than Canadian Tire Motorsport Park.

Checking for events further afield, the PCA list is rather sparse at time of writing—perhaps Metro New York Region at Watkins Glen May 29 and 30. PCA Zone 1 will be at The Glen June 14 to 16 for a big event with probably 250 registrants. Instructors get the benefit of an extra day of driving. See the Zone 1 website for all the details. There are also several opportunities to be at Pocono during the summer. This is your opportunity to try part of a NASCAR oval.

Hard-core Trackies from NNJR and elsewhere will appear for three straight days at Mosport, July 12 to 14. Green and Yellow Run Group drivers are promised plenty of instructors for Friday through Sunday. I always wonder why more Green and Yellow Run Group drivers don't sign up.

For a complete rundown on driver ed dates, the PCA web site is a great place to do your research.

Now that better weather is here, let's hope that you get to enjoy some of the events PCA is bringing your way. Not sure? Come out to our UCR spring Open House on April 20 or send me an e-mail at: johnqadam@rogers.com.



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See future issues of Provinz for details on the Brunch Social hosted by Braidan Tire on May 18, 2013.

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