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



AUGUST 2013

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EDITOR

Emily Atkins, porschemily@rogers.com

MANAGING EDITOR

Garth Stiebel, garth.stiebel@york.ca

TECHNICAL EDITOR

George O'Neill, George@oneillrealestate.ca

PHOTO EDITOR

Eshel Zweig, ezweig@mac.com

CLUB PHOTOGRAPHER

Michael A Coates

CONTRIBUTING PHOTOGRAPHERS

Graham Jardine

Ken Jensen

Ronan McGrath

Andreas Trauttmansdorff

Eshel Zweig

ADVERTISING CHAIR (Contact for advertising inquiries)

Position open. For information contact Richard Shepard, contact details below.

PUBLISHER/ADVERTISING ADMINISTRATION

Richard Shepard, richard_shepard@hotmail.com, 416.559.2960

DIRECTOR OF COMMUNICATIONS

Kye Wankum

DESIGN AND LAYOUT

Doug Switzer, AdverCom Consulting

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Don Gain, Sr. at dongain@harmonyprinting.com

CONTACT UCR

Angie or Mark Herring at (905) 854-3332

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AUGUST 2013

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August 2013

CONTENTS

REGULAR REPORTS

UCR Events Calendar	4
New Members	6
Members' Anniversaries	7
The Way We Were	8
Social Events	10
July Social Report	11

FEATURES

driven 2 smile	16
Road Trips: Dean St. Amour's Spyder on the beach	19
Bear Manor Fun Run	20
Yorkville Exotic Car Show	22
Hearth Place kids on track with UCR	26
Entering Concours at Parade	28
Advertiser of the month: California Detailers	31
Vintage racing on Toyo tires	36
The Porsche-Phile: Chris Leavens	39

COMING EVENTS

UCR Annual Banquet	7
UCR Concours	9
UCR Nominating Committee	15
September Social-Screening of Urban Outlaw	18

COLUMNS

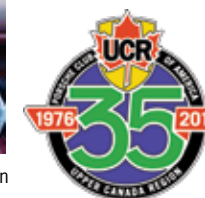
President's Forum	5
Tech Session	12
Objects of Desire	33
Track Talk	34
The Steering Column	41
Peripheral Vision	43

DATA

UCR Contacts	44
Tech Centres	45
Ad index	46



Cover: Photo by Ronan McGrath, UCR Member. (See sidebar in Parade article starting on page 28)



The Journal of Upper Canada Region

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

MARCH			19-20-21	Fri-Sat-Sun	ALMS race and Porscheplatz, CTMP
1	Fri	Ski Day, Osler Bluff Ski Club			
12	Tues	UCR Social	28	Sun	Fun Run: Collingwood
23	Sat	Cayenne Fun Run: Sugar Shack Run	28	Sun	Autocross: Toronto Star, Vaughan
APRIL			AUGUST		
9	Tues	UCR Social	3	Sat	UCR Rally, Bakhtar Kabab Restaurant, 5925 Tomken Road, Unit #1.
13	Sat	Introductory Driving School, CTMP Training Facility	13	Tues	UCR Social
20	Sat	Open House: Launch into Spring, Markham Fairgrounds	17	Sat	Introductory Driving School, Shannonville
27	Sat	Introductory Driving School, CTMP Training Facility	17-18	Sat-Sun	Driver Education, Shannonville
MAY			25	Sun	Autocross: Toronto Star, Vaughan
4	Sat	Fun Run: Muskoka Spring Run	SEPTEMBER		
11-12	Sat-Sun	Driver Education, "Swing into Spring", CTMP	7-8	Sat-Sun	Targa Muskoka
14	Tues	UCR Social	10	Tues	UCR Social
19	Sun	Autocross: Toronto Star, Vaughan	14	Sat	Fun Run: Porsche of London, London Run
25	Sat	Fun Run: Beaver Valley	15	Sun	UCR Concours, Location TBD
26	Sun	Fun Run: Kawartha	20	Fri	Braidan Tire / Michelin Charity Day, CTMP
JUNE			21-22	Sat-Sun	Driver Education, Fall Colours, CTMP
1	Sat	Fun Run: Porsche of London, Simcoe County	28	Sat	Fun Run: Muskoka Fall Run
7	Fri	Charity Event, Black & Red Run Group Training Day	OCTOBER		
8-9	Sat-Sun	Driver Education, Track Walk Event, CTMP	8	Tues	UCR Social
11	Tues	UCR Social	19-20	Sat-Sun	Driver Education, Oktoberfest, CTMP
15	Sat	Fun Run: Bear Manor Niagara Escarpment Run	26	Sat	Cayenne Fun Run: Porsche-Abilities Family Run
15	Sat	Legends of the Autobahn, CTMP	26	Sat	UCR Rally, Location TBD
16	Sun	Yorkville Exotic Car Show	NOVEMBER		
28-29-30	Fri-Sat-Sun	UCR Club Race & Advanced Lapping, CTMP	12	Tues	UCR Social
JULY			23	Sat	Annual Banquet
9	Tues	UCR Social	DECEMBER		
12-13-14	Fri-Sat-Sun	Driver's Education, Can/Am with NNJR, CTMP	10	Tues	UCR Social

PRESIDENT'S FORUM



Walter Murray
UCR President
Walter shows his Canadian pride at Parade.

The PCA Parade is an annual gathering of members from all of PCA's 139 regions. This year's Parade was in Traverse City, in northern Michigan. This year was one of the largest, with some 850 members from all areas in North America. UCR had the largest representation, at 42 members or five percent of participants.

We arrived Sunday afternoon. It has been a practice that for dinner, the Canadian contingent dress in lumberjack-styled outfits. Wearing a beaver hat in the summer sure is hot! I don't believe I have ever had so many pictures taken of me. Did I really look that crazy? Dinner was on the golf course lawn and was the largest buffet I have ever seen. Fortunately Rosemary Adams's experience had us at the front of the line.

On Monday we did the Michelin Tire Ride and Drive where one could experience how their tires perform in an autocross set-up. A little tame for me, but Sheila enjoyed it immensely. We spent the rest of the day touring the Traverse City area. Dinner was the Presidents' Reception, so cordially hosted by Manny Alban, our PCA President. It was great to again meet Sandra Mayer from Germany who oversees the 600-plus Porsche Clubs around the world. She very kindly introduced us to Hans Peter Porsche. He was a delight to speak with and has a very unassuming and engaging manner. A moment to be remembered.

Tuesday we participated in the Time/Speed/Distance Rally. Sheila drove and I was navigator. But this wasn't as straightforward as Targa Muskoka; by lunchtime we had completed the first half but in a very circuitous manner. Ah well, such is life—we were still having fun.

We stopped in the lovely little waterfront town of Suttons Bay and had the pleasure of lunching with Sue Groves from Knoxville, Tennessee and her 22-year-old grandson. One should be careful in sharing a lady's age, but I was so impressed to

learn that Sue, at 71, was an avid driving member and the next day was also going to participate in the autocross competition. Way to go Sue.

The Tuesday evening dinner was a sit-down ballroom affair. The food was excellent and the evening speakers and award recipients well worth listening to. Our long day was starting to catch up with us and we snuck out a tiny bit early. What a mistake, as near the end Porsche unveiled the new GT3 which drove into the Ballroom. We will know better for the next time.

The other awesome news was that in addition to the 2012 award for the largest absolute growth of any Region, we won our class for *Provinz* and our Website, also in 2012. A tremendous achievement for *Provinz*. Congratulations to Kye Wankum who was Editor in 2012, and Richard Shepard, our Webmaster.

In closing, let me briefly comment on two outstanding UCR events at Mosport. I am talking about driven 2 smile, so incredibly organized by Jill Clements-Baartman, and put on by Del Bruce and the DE team. The following day our Saturday DE lunchtime rides for young children with cancer were organized by Carolyn Hoar of the Hearth Place Cancer Support Centre and sponsored by David Forbes, Andy Hunt who gave the children PCA logoed shirts, and Dave Osborne and the DE team. You can read about the details in the following pages, but let me say what a gratifying and emotional experience at both. Our heartfelt thanks to all who make these events so outstanding and rewarding.

Until next month, drive safely.

Walter Murray



Welcome! NEW MEMBERS

Name	Location	Model	Thanks To
Steven & Heather Alikakos	Toronto	96-911	Tim Sanderson
Kelsey & Larry Boland	Richmond Hill	89-911	
Anthony & Tasha Carter	Toronto	06-911	Peter Browne
Don Davidson	Kitchener	13-Boxster	Porsche of London
Humberto Duarte	Mississauga	02-Boxster	Anibal Claudino
Michael Duarte	Oakville	86-944	Mantis Racing
Warren Granger	London	13-Panamera	Porsche of London
Salmon Humayun	Thornhill	12-Panamera	Porsche of London
Tracey Hutchison	Richmond Hill	10-911	
Thomas Kim	Toronto	13-Boxster	Downtown Porsche
Cheong Meng Ko	Brampton	13-Boxster	Porsche of London
Howard Lusthaus	Markham	04-911 C4S	Yorkville Exotic Car Show
			Porsche of London
John Mackenzie	St. Catharines	13-Boxster	
Hossein Mahmoudi	Toronto	01-911	
Joel McLean	London	13-Cayenne	Porsche of London
Shelby Nicholson & Jessica VanDusen	Oshawa	88-944 TS	
Trevor & Rachael Noye	Parkhill	05-911	
David Peters	Mississauga	08-911	
Richard & Lynne Redden	Oakville	06-911	Thuc Vo
Vince Rossi	Mississauga	13-Cayenne	Downtown Porsche
Marco Saverino	Woodbridge	02-Boxster	
Melanie Schoeneweiss	Cambridge	08-Boxster	
Jules & Carmelita Sukhabut	Richmond Hill	12-911	Yorkville Exotic Car Show
			Kurt Bergmanis
David Vincent	Toronto	08-911	Porsche of London
Wen Xiong Wen	Mississauga	13-Cayenne	
Colin & Bonnie Wyatt	Oakville	13-Boxster S	
Hussain & Stefan Yasin	Mississauga	96-911 TT	



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25 YEARS Todd Holyoak Peter Miller	15 YEARS Michelle Seguin	John & Dale Starasts Michael Sylvester Andreas Trauttmansdorf Norman & Nancy Van Duyn Sean Wiesner	Jack Dertinger Zhelko Dimic Olga Dzjubei Rolf & Janet Kierdorf David McVittie Harm Rosenboom John & Margaret Roth Maria Vogel Janis & Adam Walker Jane-Marie Wilson
20 YEARS Wayne Spiegelberg	10 YEARS Frank Bragagnolo Jens Hovgaard Lisa Kroll	5 YEARS Jeff & Debra Anderson Richard & Martha Lee Blickstead	

Membership information submitted by Angie and Mark Herring, UCR Membership Chairs.

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At this year's annual PCA Parade, UCR took away trophies for

- First Place in Absolute Membership Growth in all of PCA in 2012.
- First Place in Website Contest for Class 5 - regions over 650 members.
- First Place in Newsletter Contest for Class 5.



AN EVENING OF CELEBRATION

The Annual UCR Year End Banquet
Saturday, November 23
at Riviera Parque in Vaughan



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THE WAY WE WERE...

30 Years Ago

The monthly Social was a film night at Gasthaus Schrader. President **Hucker** was asking for a new Provinz editor plus other volunteers for the coming year. Performance Cars sponsored a day which included about 30 Porsches parking down the middle of the main street in N-O-T-L. There was a tour to Hockley Valley and Mrs. Mitchell's for brunch.

25 Years Ago

Our Socials moved to Papillon on Front Street. **Jack Christie** and **Uli Furtmair** joined. Of the 88 registrants at NNJR's Mosport DE event, 24 were from UCR. **John Adam** was promoting a weekend away with Downeast Region in Maine. We went to DER Volksfest several times and it was great fun.

20 Years Ago

The first article was about stuffing Provinz at the **Van Atter's**. The task of mailing a thousand copies was being turned over to a mailing house. **Karl Thomson** was to be the new editor, taking over from **David Gaunt**. **Steve Podborski** was relocating to Whistler, BC. Provinz won a second place trophy at Parade. Our weekend DE registration fee was \$175 and we offered a three-day event at Mosport. **Crawford Reid** went to the Indy race and wrote about it. **Ben Ciantar** wrote about automatic transmission fluid. The golf day at Hockley Hills was a great success. There was a recollection by me about the 1989 Le Mans race where **Colin Black** and I not only attended, but returned the following day to run the course as workers were taking down the barriers—we did two laps.

15 Years Ago

Nominating Committee was at work. Parade was in Steamboat Springs, CO, and we convoyed with the **Jensens**. **Brown** and **Ciantar** were offering their "Know Your Porsche" course series. **Helmut Brosz** had a wrap up with pix from the Spring Blossom Tour around Prince Edward County.

Contributed by John Adam, UCR Historian

PRESENTING THE



SUNDAY, SEPTEMBER 15TH

2013 UCR CONCOURS D'ELEGANCE

*The Porsche Gathering of the Season
- don't miss it!*



Illustration by Kyser. Photograph by Michael A. Coates

Submitted by Kye Wankum, UCR Concours Co-Organizer

On the beautiful grounds of Moser's Grill, 4448 Guelph Line in Burlington, with the Niagara Escarpment providing a scenic backdrop.

Featuring Peer-Judging with general judging forms - every participant judges cars of another class! Plus one People's Choice Award selected by spectators and participants.

All Porsche cars are welcome, from 356 to Panamera, and will be divided into 18 separate classes. Also welcome: Special Interest and Competition Porsche Cars. Non-PCA members are welcome too!

Registration Cost: \$25.00, plus HST = \$28.25, with pre-registration before September 9th; \$35.00, plus HST = \$40.00, at the Gate (cash or cheque only).

Spectators: All are welcome to drop in on the Concours, free of charge, and get to vote for the People's Choice Award!

To pre-register: Please go to <http://pcaucr.org/> beginning August 1st and find the UCR Events Calendar entry for all details.

This is a fun family event, in a very relaxed setting; a variety of food will be available from Moser's Grill Restaurant from breakfast to lunch and dinner.

Rain Date: Rain dates have been set for every following Sunday. Please see the UCR website homepage for last-minute updates.

For additional inquiries, please contact Chris Ralphs, Concours Chair, at chris.ralphs@sympatico.ca



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SOCIAL EVENTS

We 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.

Isabel Starck
UCR Socials Chair

For details or more information on Social Events, please contact UCR Socials Chair Isabel Starck at: isabelpca@gmail.com

Upcoming Events

August 13, 2013

Mimico Cruising Club, 200 Humber Bay Park Road West, Toronto, Ontario M8V 3X7
www.mimicocruisingclub.com 416 252-7737 Gate Code 01948

Speakers: Laurance Yap and Stephan Griesse, Porsche Cars Canada

Our August Social will feature Laurance Yap, Head of Marketing and Stephan Griesse, Drive Event Manager with Porsche Cars Canada. Come and hear the latest and greatest of the different tours and latest cars of our favourite company, Porsche. We love to hear about all things Porsche, and Laurance and Stephan are engaging speakers with many entertaining stories. We will hear about adventures with Camp 4S in Mecaglissee, Quebec, and for those more daring, you may wish to hear about Camp 4S in Finland. Laurance and Stephan can talk to us about our dreams of visiting the Porsche Museum in Stuttgart or driving at Nurburgring or any of the wonderful road tours or driving schools in Europe or North America.

September 10, 2013

Film-maker and UCR member Tamir Moscovici will screen his award-winning short film, Urban Outlaw, about rebel Porsche customizer Magnus Walker. Q&A to follow.
Location: On Wall Solutions, 305 Supertest Road, Unit 305, Toronto.



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JULY SOCIAL

After the rains

By Laurel Ward, UCR Member

In July, we were fortunate to have our Social hosted by our hospitable friends at Downtown Porsche. Regardless of the sporadic weather the day before, and some reports calling for even more rain, approximately 100 UCR members and guests were in attendance. Downtown Porsche treated us to a delicious summer BBQ on the beautiful summer evening. Mrs. Helen Ching-Kircher, President and CEO of Downtown Porsche welcomed our members to their annual event and promised to keep it short as the delicious smell of BBQ was in the air.

Chris Plater, Sales Manager tested our knowledge of Porsche trivia and kindly handed out prizes to the winners. The lucky winners took away a slew of prizes, all generously donated by Downtown Porsche. We enjoyed seeing the showroom filled with the brand new Speed Yellow Cayman as well as the Downtown Porsche 911 racecar. We thank Helen Ching-Kircher and all our friends at Downtown Porsche for a perfect evening.



Photos by Mario Marrello



Walter Murray presents Helen Ching-Kircher with UCR's PCA trophy for the region with the most membership growth in 2012.



DFC's Chris Plater has no luck stumping UCR members with diabolical trivia questions.



Helen Ching-Kircher and Ilker Starck with the DFC GT3 race car.

TECH SESSION

How about some tunes?

By Pedro P. Bonilla GCR PCA

Nowadays most everyone carries an incredible amount of music in their pocket or purse, inside their smart phones or on their digital music players.

If you haven't heard, car audio has changed a bit lately; 8-Tracks, Cassettes and even music CDs are all outdated and simply OUT. Digital Players and Smart Phones are IN but, how can you listen to them through your car's stereo system when it's outdated? Don't tell me that you're using your headphones because that's illegal in most places (while driving).

There are many, many options. Here are just a few:

1. For car audio systems that don't have an auxiliary input (most pre 1999).
2. For car audio systems that have an auxiliary input.
3. For car audio systems that have a multi-disc player.
4. For car audio systems that use MOST technology.

1. If your car's radio can tune to an FM station, then the simplest solution is the FM modulator. It plugs into the 12-volt outlet (cigarette lighter socket). You then plug the cord into your digital player's or smart

phone's jack and that's it! Now, just tune your car stereo to one of the FM modulator's frequencies shown on its

screen and you're enjoying your music.

PROs: It's very easy to install and use and it's quite inexpensive.

CONs: The audio quality is not the best. No charging capability.



2. If your car's stereo has an auxiliary input like a phone jack or an audio jack, all you need is an audio line with the correct connectors on the ends. One end plugs into your device's output jack, the other to the input on the car stereo, and that's it.

PROs: Very simple solution. Good audio quality.

CONs: Won't charge the device.

3. If your car stereo has a multi-disc player, or the capacity to hook one up, all you need is a specialized adaptor cable for the particular radio model. The Porsche stereos that fall in this category are the Becker 220 series and the 22 series, not the 210 series which came in 993s and early Boxsters.

PROs: Great audio quality. Simple to install.

CONs: You'll need to control menu through your iPod.



Tech Editor's Note: In a previous Provinz article I wrote about adding an iPod cable to my 996's CDR220 radio, and after several months usage I remain pleased with the functionality and quality of the sound. In the above article Pedro Bonilla discusses several options to add a music player such as an iPod and iPhone to your Porsche's stereo. Read on and enjoy, just in time for those long summer drives. - George O'Neill

George O'Neill



4. If your car is equipped with the CDR23 or CDR24 audio systems which operate with M.O.S.T (Mosaic Optical Sensor Technology) fiber optic cables, then you'll need a system integrator such as the Denison unit.

PROs: Excellent audio quality. Integrated controls.

CONs: Expensive and complex to install.

If you have one of the newer (2009 +) Porsches with PCM (Porsche Communications Management), then you don't need any of this because you can hook up your iPhone directly; but you knew that...didn't you?

If you don't want wires and cables connected to the car and your device then you can go the route of Bluetooth which receives a wireless signal from your device. Bluetooth can be connected to many of the older car radio systems as well.

But there are other advantages of hooking up your music player or your smart phone to your audio system besides just listening to your favorite tunes.

There's an app for that!

If you use your smart phone as your GPS then the voice instructions will come through your audio speakers. If you



travel long distances you can add an app to your smart phone (such as iheartradio) that allows you to drive from Key West, FL to Anchorage, AK or any place in between, listening to your favorite hometown radio station uninterrupted.

There are other apps that allow you to listen to any international radio station streaming live (such as TuneIn Radio).



So, what are you waiting for? Go ahead and hookup your modern smart phone to your classic car radio and enjoy the best of both worlds.

To learn more about your car's audio system and how to hook it up to your new phones, please visit my website at: wwwPedrosGarage.com.

Happy Porscheing,
Pedro

Do you have an idea for an article, or would you like to contribute one? If so, send an e-mail to George@ONeillRealEstate.ca and remember to include any comments about this article.



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PCA/UCR 2013 NOMINATING COMMITTEE SEEKING RECOMMENDATIONS

UCR'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, Director of Communications and five Directors.

The Club's Board of Directors comprises the ten elected officers and the most immediate past President.

If you are interested in being nominated by the 2013 Nominating Committee for election this year, or wish to recommend another member for nomination, please advise the Chair, Del Bruce at the following email address: delb@rogers.com

You can also contact any other member of the 2013 Nominating Committee, namely Mario Marrello, Walter Murray, Patrick Michaud or Mark Solomon.

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Grinning from ear to ear

driven 2 smile puts fun in the driver's seat

By Jill Clements-Baartman, UCR member

On June 7th, grey skies, scattered showers and cool temperatures could not dampen the spirits of the 300 riders who eagerly converged at Canadian Tire Motorsport Park to meet over 40 UCR club volunteers for the second annual family fun day—driven 2 smile.

driven 2 smile, formerly Porsche-Abilities, is an unparalleled opportunity for individuals with unique medical, physical, cognitive, sensory, and social-emotional considerations to experience the thrill of riding in a Porsche. UCR driving instructors enthusiastically opened their P-car doors to riders of all ages—little ones in car seats and seniors with smiles.

Due to the impeccable planning and operationalization of Del Bruce, Dave Osborne and Walter Murray, over 600 rides were provided on the Friday morning. driven 2 smile - 2013, doubled the attendance and doubled the number of rides enjoyed.

Jim Aird, of the Daniels Development Corporation, graciously donated \$2,500 via the John and Myrna Daniels Charitable Foundation to purchase colour-coded t-shirts for all the participants. The t-shirts clearly identified what level of support riders may have needed from club members to ride safely and comfortably.



John Amardeil and Steven Revoy donated the use of their Cayennes to meet the physical and/or social-emotional needs of those who could not ride solo or in a smaller Porsche. Steve's Cayenne was driven, again this year, by Paul Cipparone.

Michael Coates, Doug Clements, Steven Revoy and Brian Palmer volunteered their skills as photographers. We are working to see how to best share the snappy smiles of the day. Off-track activities were donated by Jill Clements-Baartman. She and her staff organized wooden race-car painting, thematic activity centres, face painting, decorating backpacks and cooperative field activities. Thirty students from the communication rehabilitation



programs of Durham, Georgian, Ryerson and Lambton Colleges, as well as the University of Toronto, ensured that families were free to enjoy the day.

Plans are already underway for driven 2 smile - 2014. All UCR club members and their families are invited to join the family fun, excitement and P-passion of the day! To volunteer, register or donate, please contact Jill Clements-Baartman at UCR.driven2smile@gmail.com.





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SPECIAL EVENT ANNOUNCEMENT

UCR MOVIE NIGHT

AT THE SEPTEMBER SOCIAL

Tuesday, September 10th; 6:30pm



A premier showing of the documentary "Urban Outlaw" - a profile of the rebel Porsche customizer, Magnus Walker.

Directed by UCR's own Tamir Moscovici who will tell us about making the film.

The award-winning documentary profiles Magnus Walker who has turned a hobby into an obsession. Magnus searches for and harvests fragments from 911s and grafts them onto vintage forms to create one of a kind 911s with the spirit of Ferdinand Porsche but embodying his own creativity.

Space will be limited. You will need to advise attendance at the following email address:

social@pcaucr.org

Location: The beautiful showroom of UCR supporter OnWall Solutions
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(Allen Rd. & Finch Ave. area)
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Your hosts Gav Givon and Ron Binder of OnWall



Brought to you by UCR and OnWall Solutions



ROAD TRIPS: Member photo of the month



Dean St. Amour and Wendy Tadman joined in the Beaver Valley Fun Run.

Dean writes: "It was our very first fun run. We left Shelburne, winding our way through the countryside while enjoying the good weather, stopping periodically for a lunch, a little sightseeing, meeting other Porsche owners and ending the drive at Blue Mountain. A great day, not to mention we came in first in the Fun Run quiz. Next, it was off to Sauble Beach where this picture was taken. It's my 2008 Boxster RS60 Spyder that I bought three years ago."

Don't forget to submit your road trip photos to porschemily@rogers.com

ROAD TRIPS Near or far, we want your car!

Where have you and your Porsche been together? Please share your road trip snapshots with *Provinz*. Send us a hi-res photo—or several—and a quick write-up about where you went or where the photo was taken. Near or far—the corner store or Zanzibar! If you and your copy of *Provinz* are in the picture, so much the better! Please send pics and details to the editor, Emily Atkins at: porschemily@rogers.com.



40 Porsches, 80 enthusiasts

Three perspectives on the Bear Manor Fun Run

Vaughn Warrington, UCR member and Fun Run organizer

How does one measure success? For Jennifer and me it has to be by the number times we heard “Thank you for a great day.” It was also in being overbooked. Except, unlike the car rental companies, we honour our overbookings! I arranged for an additional group leader, so we could have three packs of Porsches on the Niagara Escarpment roads. Thank you to Mike Blinn and Stewart McKinney for taking the other leads. In the end, we stopped registration at 40 and unfortunately had to turn away others who called the week of the event. So in our books, we will call the third annual Bear Manor Fun Run a success. This contributes to our desire to go for number four next year.

I asked some drivers to write about their day, instead of you hearing it just from our view. We also have photos courtesy of a number of drivers as well. Having 80 people over to your house for lunch can seem daunting, however, Porsche people are the best. Thanks to all the attendees for your desire to drive, patience when we need to pull over and “re-pack” the group, and just roll with it and have fun. Gotta love Porsche owners.



Photo by Wally Khalil

Brian Spiteri, UCR member

You know that you have had a great outing when you get home and realize that you didn’t take one picture because you were enjoying the moment so much. Don’t get me wrong. I will sincerely appreciate anyone’s photographic documentation of the event because there were definitely picture-taking opportunities in abundance. Think 40 Porsches, and if my math is correct, 80 Porsche people, and you get double the enjoyment.

The route itself was scenic and I’m sure anyone who was on the run would concur that it was capital FUN! I judge a route by how many times I get that sense where it feels like something the P-car wants. You know that feeling. You are at one with the engineering. You feel something in the asphalt

coming through the rubber and metal, usually through the accelerator pedal, and into that spot in the pit of your stomach that starts the glow. You feed that need by pressing down, watching the tach creep up to five-plus for those shifts that your car needs as much as you do. The size of your smile usually grows at the rate of the vrooom that rings more harmoniously than any symphony.

Add to that a sunny day, a well-organized host and hostess in the persons of Jennifer and Vaughn Warrington, not to mention the group leaders, Vaughn, Mike and Stewart, a pit stop at Rockway Vineyards, and then a catered lunch back chez Warrington.

How do you sum up a day like that in one word? Awesome!

Brent Cole, UCR member

As we came over the crest in the road the black Cayman S in front of me had slowed down. Up ahead there was a line of Porsches snaking around making a left hand turn. We followed and found our way down a very narrow scenic road. It was at this point that I was wondering where Vaughn was taking us.

Let me back up. It was a beautiful day in mid-June that my son, Nick and I got up early to meet other Porsche owners to enjoy a day of cars, back roads and fun. Nick and I have been on other cruises/rallies but this was the first that was hosted by a PCA-UCR member.

The morning meeting place was in Beamsville at the Tim Hortons. We gathered in the back of the parking lot for some breakfast and to meet the other drivers. Once we all checked in and were divided into groups we picked up our first two cards for the Poker hand. It was a good start for us with an 8 and 9 of clubs. My car was the brightest colour so Stewart, the leader of our group, asked that I be the last car in the train.



Photo by Brent Cole

On our way to the first stop, Rockway Glen Wineries, we enjoyed some great driving roads in southern Ontario. For me one of the thrills is seeing the reaction from other drivers and bystanders as they watch a chain of sports cars making their way through an intersection or pass by their house. It always seems to put a smile on their faces and they honk or give a wave.

We turned into Rockway Glenn Wineries and parked our cars in the circular drive where the staff were finishing up with the group ahead of us. We congregated downstairs where there was a small museum stocked with various wine making paraphernalia from over the century. After a quick, informative talk about wine in general, we were offered a sampling of two Rockway wines. At this point we drew our next two cards for poker, an ace and the nine of spades. Not great, but if we were lucky could turn into something.



Photo by Marilyn Cornell

Back on the road we snaked around and made our way to Vaughn’s home where he had planned a catered lunch. His backyard was well-sampled with about 25 Porsches from the earlier groups which provided a nice view as we ate lunch. When we arrived we drew our final two cards, a 9 of diamonds and the queen of hearts, three of a kind. Porsche Canada kindly donated some prizes and after lunch we found out that our three of a kind was not quite enough for one of the five prizes.

All in all it was a great day. The people were friendly, the cars were gorgeous and the roads were spectacular. Thanks to Jennifer and Vaughn for a well-planned and well-executed run.

Photo by Sue Demmer



“How do you sum up a day like that in one word? Awesome!”



Photo by Wally Khalil

YECS, we can!

Yorkville Exotic Car Show dodges the weather bullet once again

By Phil Downe,
UCR Member and
Founder of the
Yorkville Exotic
Car Show

80,000 visitors set a new event record.

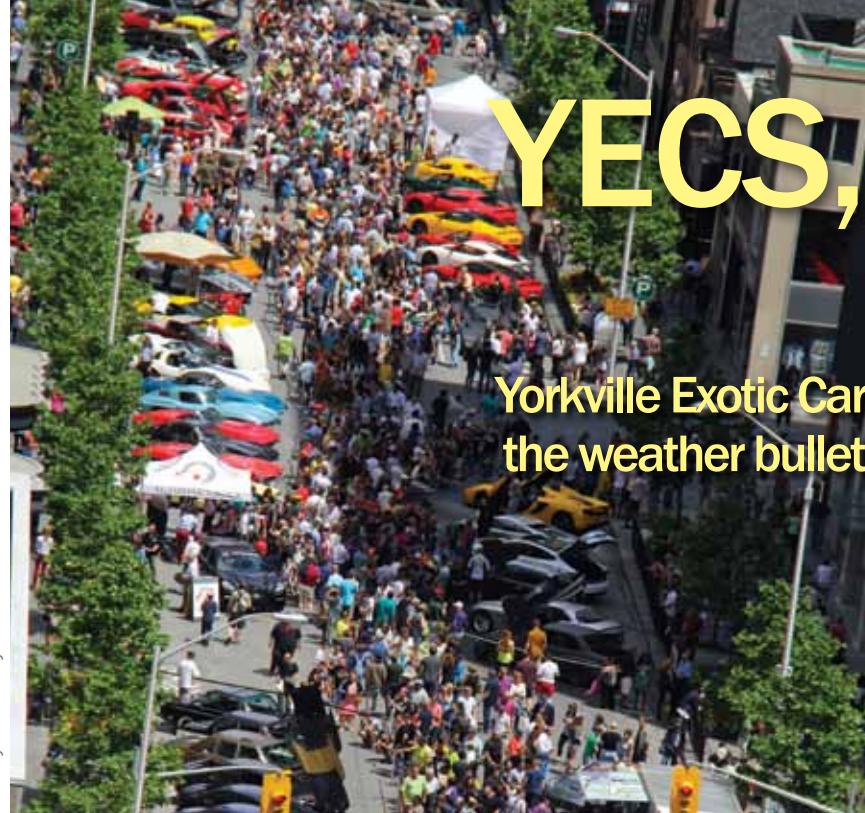


Photo by Ron Tereshyn

Oh, what a Day! On Father's Day, Sunday, June 16, 2013 I awoke at 4am and peered nervously out the window to find the streets were still dry. "A glimmer of hope", I thought as rain, at times heavy, was in the forecast. Perhaps our luck would hold and the 4th annual Yorkville Exotic Car Show would once again be saved with a lucky break in the weather. All those hopes were dashed by 6am when a consistent drizzle began to fall.

It's a terrible feeling when you realize months of planning and the work of a dozen volunteers was about to get washed down the drain. There isn't much we could do about it. You can't control the weather and the city won't provide a rain date for such a large-scale event on one of Toronto's busiest downtown boulevards. All you can do is execute the plan and hope it clears up.

Bloor Street, Toronto's answer to Rodeo Drive in Beverly Hills, had been closed off at 6am between Bay Street and Avenue Road, so we started setting up. The metal barricades and stanchions were dropped in place and we made a decision not to lay the red carpet. If you can't get it to tape solidly to the ground in the wet it just turns into a trip hazard, wet or dry so we left \$10,000 worth of carpet sitting in the back of the truck.

The sponsors were reluctantly setting up, and as I drove by each in my golf cart in what

was now torrential rain, I tried to keep everyone motivated even if I wasn't feeling so myself. "Don't worry. It'll all clear up by noon." "What a crock", I said to myself, hoping I didn't appear the fool.

The big surprise was that cars were showing up in their pre-staging areas on time. I assumed we might end up with 30- to 40-percent no-shows, but only eight of the 120 registered cars didn't make the trip in, and some cases drivers just brought a worthy rain-day replacement.

Everyone just stuck to the roll-in plan and one by one the car corrals, a dozen in all, started to take shape on Bloor. Then, as if on cue, at around 11:30am the rain stopped. Yes, it was sheer luck but I heard people claim everything from the power of combined force of will, to good karma and



Photo by Ronan McGrath

Divine intervention. Whatever it was, the result was perfect. The sun came out and every driver just popped the trunk, got out their detail kit and started to wipe down their rides.

I can't really explain the exhilaration of going from bust to boom with that abrupt weather change. Within the hour we were hosting the largest group of spectators in our history. The confirmed crowd estimate from Toronto Police and Special Events was between 70,000 and 80,000 visitors, which was simply astonishing for a five-hour event.

This was also the first year that a formal team was put together to run the event. I can't thank these people enough for committing themselves doing such an incredible job. I'd like to introduce everyone else to the team now known simply as "the CREW": UCR members David Elsner, Garth Stiebel, Ronan McGrath and Kye Wankum, plus Arnaud Majstorovic, David Biesinger, Dave da Silva, Robert



Crew members Garth Stiebel and David Biesinger with Ray Bedessee in the background.

Photo by Ron Tereshyn

Cutler and Ray Bedessee made up the core team. Thanks everyone. I've never seen such a willingness to take on assignments and cover each other's back when needed.

Of course, we would be nowhere without our sponsors. We don't charge an admission fee and never have. It's our sponsors that cover all the expenses and what's left over goes to the charity. This year we were once again anchored by the Bloor-Yorkville BIA, who have a fabulous team led by Director of Marketing, Rick Kaczmarek. The Bloor-Yorkville BIA represents all the businesses and retailers in the Yorkville, area so they directly fund the lion's share of the budget and have done so since our inaugural event four years ago.

Petro Canada's Ultra 94 was the platinum sponsor for the 2nd year in a row. Gold sponsors included Porsche Cars Canada, Ltd, Grand Touring Auto-

AUGUST 2013



Photo by Dove Rose

The "BatBerry" an incredible Tim Neil project.

mobile, Elite Custom Car Storage, Garage Living and the Hudson Bay Centre. Silver sponsors included McLaren Toronto, AutoOne Palladini and Porsche Design. We also set a new record with 23 Bronze sponsors this year, each of whom donated \$500.00 in support of this event. That's obviously too many to mention here but they are all listed on our website at www.YorkvilleExotics.com.

I'd also like to thank my sister, Heather Downe, who gave up her vacation time to fly up from Fredericton, NB to help out during the final critical week and also run the Paddock Club for the day. She and her hostess team of Alanna, Anna, Deja, Jacelyn, Mandy and Marsha did a fantastic job and I can't thank you all enough.

Finally, a big thank you must go out to every driver who braved the storm that Sunday morning and made the drive despite the pouring rain. Thank you again for that commitment. And to the forty-five of you who also donated \$100 each, well that's another big thank you. We raised \$40,000 for Prostate Cancer Canada in a five-hour event, plus had a lot of fun doing it. What could be better than that?



Rocco Rossi, CEO, Prostate Cancer Canada, and Yorkville Exotic Car Show Founder, Phil Downe.

Photo by Dove Rose

So that's a wrap for 2013. We'll be back again next year, bigger and better than ever. You can check out our photo and video library for the 2013 Yorkville Exotic Car Show on our official website at www.YorkvilleExotics.com. Until then, thank you all once again and be safe out there.



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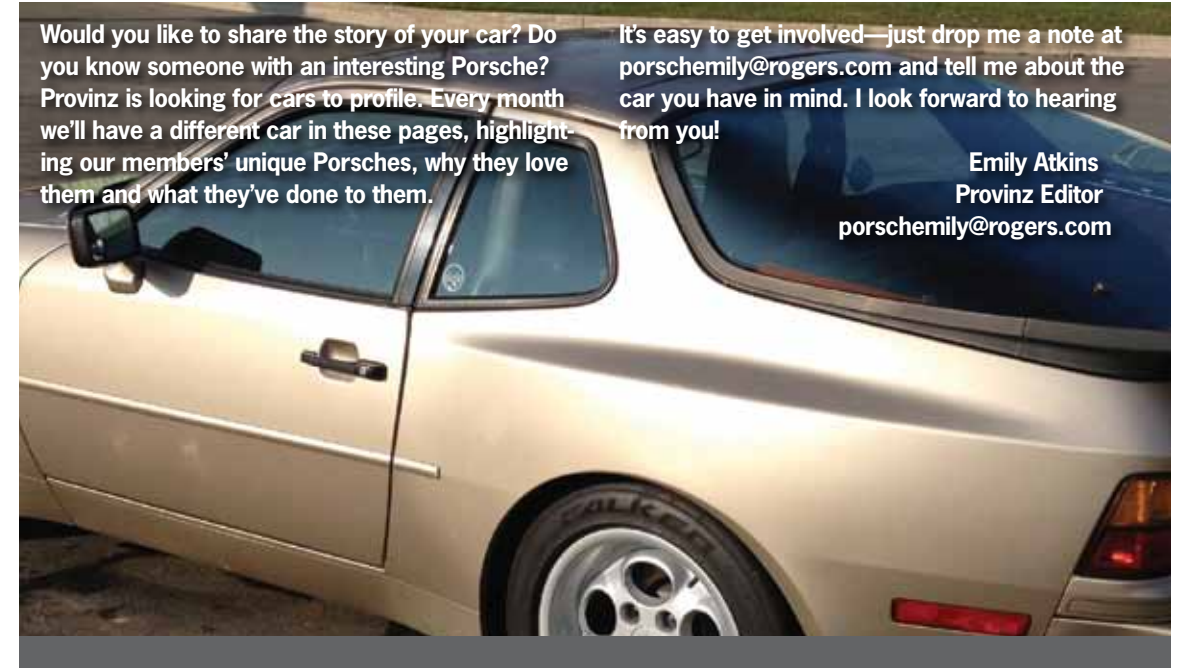
GOT A GREAT RIDE?

Share it with the club

Would you like to share the story of your car? Do you know someone with an interesting Porsche? Provinz is looking for cars to profile. Every month we'll have a different car in these pages, highlighting our members' unique Porsches, why they love them and what they've done to them.

It's easy to get involved—just drop me a note at porschemily@rogers.com and tell me about the car you have in mind. I look forward to hearing from you!

Emily Atkins
Provinz Editor
porschemily@rogers.com



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Little Chelsea, coming to the end of her treatment in a few months enjoying watching her friends race around the track and eagerly waiting her turn with Jill Clements-Baartman.

One chilly day last winter I received a very welcome and unexpected call from an enthusiastic gentleman by the name of David Forbes. I have the honour of coordinating the Pediatric Cancer Program at Hearth Place Cancer Support Centre, and magically, David found us. Our program started only two years ago with two families and has now grown to thirty.

David told us about the Porsche Club and how they would like to coordinate with us and take children with cancer to Mosport, not to watch, but to participate by riding on the track with an experienced driver in beautiful, fast cars. This was a dream come true for these children. An occasion to have some fun, take some time out and really be the kids they are. There was so much excitement and anticipation at Hearth Place.



All photos by Ashley

Young Owen in his third year of treatment at Sick Kids, enjoying the company of not only an accomplished driver but also a volunteer for the Cancer Society.

To date we have been to Mosport twice and it's all the children can talk about. One father emailed me after our first session saying, "Thank you very much

Kids being kids

Fun days with UCR

By Carolyn Hoar,
Volunteer and Family
Support Coordinator,
Hearth Place
Cancer Support Centre

for coordinating a great race day for the kids—It is deeply appreciated. Although there are some bad days, due to chemo, drugs or just general malaise... the good days, with events like Saturday at Mosport, help make the difference in the battle."

Further to this parent's comments, on our first outing to Mosport a very special young boy called Aiden was unable to attend. He was in SickKids all the previous week and was too sick to join his friends on track day. He was hopeful that he would make it out in time for the June track day and he managed to check out of SickKids at 7:00pm the night before, and was the first to arrive at the track on the Saturday morning. His picture, with his enormous smile, really says it all!

Another young boy, Michael, is coping with fourth stage Hodgkin's lymphoma. He enjoyed a terrific day with his driver Suzanne, and has since decided that racing is definitely on his 'life' agenda. His father also wrote a note of thanks saying: "I am not sure how we, as parents, and Michael can ever express our thanks to those that give their time and support to all of us!! Please express to Suzanne and the team how much Michael appreciated her sincere concern and more importantly their willingness to provide Michael and the other children with the thrill of a lifetime!!!!!"

These children can go through long treatment protocols lasting two to three years. This often robs them of their early childhood or teen years where they should be enjoying sports, parties and friends, but are often isolated by the very nature of the disease. The stresses on the rest of the family can become taxing. Siblings are often left with friends or family and feel left out and neglected as well as worried for their brother or sister. Parents feel guilty spending so much time away from their other children as well as



Michael, having the thrill of a lifetime after experiencing many months in treatment at Sick Kids it is wonderful to get away from it all!

blaming themselves somehow for their child's illness. All too often they suffer financial distress (one parent has to be with the child most of the time) and ongoing concern over the child with cancer.

When a group reaches out to offer support, as the Porsche Club has, it can make a world of difference to these families. They see their child have a day packed with fun, laughter and thrills, which is an incredible gift, not only to these families but also for Hearth Place. As an organization, we are so grateful for what you are doing. You are helping by giving something positive through a time that can be such a struggle on those very dark days! Thank you!!



Aiden, released from Sick Kids at 7:00pm the night before. Thrilled and happy to be the first at Canadian Tire Motorsport Park the next morning.

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PORSCHE



Fur, a hamster cage, and Soviet-style service

A first foray into the Concoors at Parade

By Ronan McGrath, UCR Member

Road trip! The Porsche Club of America has 109,000 members and runs numerous events, but the big one is Parade, a one-week event which moves to a different location each year. This being the 50th anniversary of the 911, I decided to take the trip.

Never heard of Traverse City, Michigan? I hadn't either. It is a lakeside town way up on the Michigan Peninsula about 650km from Toronto, about an even bet for trailering or driving. I had debated whether to go, but as dawn broke, it was time to roll.

The 997RS is quite an easy car on a long distance drive, which I had forgotten. It had been waxed and tidied up as I had the naive idea I might put it in the Concoors, where the parking was much better. Still, it loafed along at 80mph and over the week there were some twisty, empty back roads in the area.

I hooked up with a couple of 1969 911s west of Toronto, and as we progressed we picked up a few more, causing



Photos by Ronan McGrath

some curiosity from US Customs. "Say, what's that thing worth?" "Don't think you'll win."

As we got closer to our destination we saw the closed trailers of the serious Concoors folk, and the hardy open and non-air conditioned cars, some from great distances, and of great ages. Some people drove from as far as Alaska. Entering the sprawling resort, every vintage and colour of car could be seen.

Sprawling was an understatement. "Yes sir, we have your shores condominium ready." Sure it was ready, over a mile from the hotel, with a glorious view of a parking lot, a thick grove



Photos by Ronan McGrath

About the cover image...

A very odd one indeed. The car is a recreation of what the 550 Spyder might look like today. It was originally a 2003 Boxster and retains the original Boxster running gear, mated to a bespoke, handmade, one-off body. It is quite a lot larger than the very small original 550 Spyder. A very creative exercise!



of trees beyond blocking the theoretical shore 500 metres away. The place had the feeling of the early 1960s, but at least it was very cheap. Room cleaning seemed to be an occasional service; random, like buying bread in a Soviet store in 1952. Enough of the bad stuff. Porsche enthusiasts were everywhere, and of every age.

There were two classes in the Concoors—the real class and something called Street Class. "Great," I thought. "Street Class must mean cars with road rash and the general track scars you get from harder driving." Street class meant only exterior and interior was inspected, no underneath, engine etc.

I got a very sinking feeling when I heard that the real Concoors entrants had been there for days, in a



huge garage lined with sheets of plastic so the wheels never touched concrete. There, people had unbelievable tools, brushes, creams, polishes, vacuums, lint removers, special jacks so that the real tools were never used, and Concoors wheels which were wrapped in plastic covers, only fitted on the day of the Concoors, when the car would be driven onto the field with the covers still fitted and only removed at the parking spot.

My poor RS was looking pretty shabby to say the least. "Aha!" I thought. "At least the Street Class would be OK. Then I saw people in the Street Class with toothbrushes, sprays, cloths—amazing stuff. Well, it was too late anyway, so I went to the \$20 hand car wash downtown and had the road flies washed off. My Route 66 co-driver had packed some emergency creams and cloths, so I did a desultory cleaning of the wheels. Good enough.

Concoors Morning

I got up in the dark for my 5:30am marshalling time, the moon shining



outside, and drove over to the Concoors site. How had I been unlucky enough to be chosen almost first? Standing in a huge empty golf course in the dark, the car looked really good. However, Judging did not happen for five hours, and as the other cars were marshalled, a million cloths, and creams appeared, and the process continued. Shamed, I thought I would clean the wheels again. They suddenly looked filthy. Hmmmm...the glass was a bit cloudy. The inside of the exhaust was greasy. It would never be clean.

Time was marching on, and I was out of cleaning cloths. I saw the judges in the distance. For Street Class there

are only two. There are five (timed) minutes for the interior and exterior judge to complete their review. Very nice people. The exterior judge asked me if I had ever done a Concoors, (nope) and to talk briefly about the car, and whether I had driven to the event. He also mentioned that they were

...continued on page 30





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...continued from page 29



not here to criticize. The car began, in my mind, to resemble something parked in Chernobyl. As I shuffled around doing nothing much they meticulously filled out the checklists. The interior judge checked every compartment and when finished whispered quietly, "Fur." My dogs had never been in the car, but luggage had, and somehow, stray Great Dane hair had found its way onto the carpet. The exterior judge ran a hand underneath the rear wing, quickly wiping his hand in the grass. By now, the car seemed like the under-tray of a hamster cage in my mind.

However, it turned out not to be a disgrace and had a mid-pack score, good enough for a \$20 car wash. Good stuff was yet to come.

Some magnificent cars arrived, and the amazing range of Porsche colours was at its most varied.

"You like red, Sir? How about a nice 1957 Speedster, or a rare Guards Red GT3 RS?" "No? Could I interest you in something in blue, like this new 991? Perhaps something bit older?" "Of course, if green is your colour, we have a lovely selection for you." "Maybe you would like something a bit more summery, like yellow."

So, as expected, some very fine cars did deservedly well at the Concours and my \$20 car wash got what it deserved too.



ADVERTISER OF THE MONTH

California Detailers



Started at the bottom

Jeffrey is a twenty-five year old Humber college graduate in business, who started his auto detailing business right out of college, back in 2009. Unable to find a job due to the recession, he took it upon himself to start a career in his passion for cleaning and detailing cars. He started off with the last hundred dollars he had, bought a few detailing products, borrowed a vacuum from his brother and pressure washer from his parents. A good friend of his, who previously worked in the detailing business at dealers such as Subaru, Land Rover and Jaguar, offered to help and teach him the ins and outs of how to properly detail a car. Both Jeff and Dom knew there was nothing better than a beautiful sunny summer day and that's where the name California Detailers came from. Equipped with their company name and know-how, away they went, detailing cars for friends and family.

Even before Jeff knew he was going to start a car detailing business, he always told himself "No matter what career I choose, be the best at it." After starting his business, he knew that if people were going to pay to have their cars detailed, he would have to use the best products on the market. And of course, leather conditioners that last longer, polishing compounds from Germany and waxes from Brazil that come in a little wooden jewelry



box do come at a high price. But it's a price he was willing to pay to help him make it to the top. Big shops use the same stuff.

Over the years he's been sharpening his skills with the polisher by volunteering at body shops for the training, and researching how the different steps of compounding work. Being able to remove swirls and make a car look like glass is not easy. Most people think anyone can polish, until they burn and ruin the paint on their car trying to use a grinder and thinking it's the same thing as a polisher. It takes a lot of time and practice to properly polish a car. With all the practice and hard work over the years, Jeff has started to be recognized in the car community like the Porsche Club, the Viper Club and many private classic car collectors. This year California Detailers polished a 1957 black Bel Air convertible for a client that entered the car in the Mega Speed car show in Toronto. The car went on to win best overall in class and also got the approval of the great car builder, Chip Foose.

Over the past few years, Jeff's girlfriend, Vanessa, has been helping him and showing great interest in the business. She also shares the same passion for cars which must have been passed down from her parents who are building a 1969 Camaro, and randomly leave for the weekend to go to car shows in places like Detroit, Pennsylvania and Indiana. She's getting a really good eye for imperfections in paint and being able to spot swirls or improper polishing from across a parking lot. She keeps saying that "One day we'll have a shop and be well known across the city."

In the meantime, we'll keep fighting to grow our business!



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OBJECTS OF DESIRE



Emily Atkins
Provinz Editor

The 'curse' of NNJR



Photo by Will Chiu

The annual, joint NNJR-UCR track weekend is a high-summer tradition for many UCR drivers. Almost guaranteed to be a sweltering affair, it attracts a core group of die-hard trackies and a generous sprinkling of newbies from both sides of the border, making for an eclectic cross-section of Porsche owners. There's plenty of entertainment on track as those new to CTMP at first get in the way of the experienced drivers, then start chasing them through faster and faster laps.

As regular readers may recall, it was at this event last year that I blew the engine on my red 944T, and enjoyed the generosity of my fellow club members who drove me home, let me use their cars on the track and trailered my dead vehicle to its near-final resting spot.

Given the history, I was a little tentative on my way to the track. But all was calm. Friday was a spectacular day—perfect weather, absolutely divine driving. New brake pads, new rubber and a car in excellent running order. Even the run back to the city on Friday night was relatively traffic-free.

Saturday dawned well: same delightful atmospheric conditions, no traffic. But on track in the second run group, I was tooling up the back straight on my warm-up lap, only to feel a slight pop followed by a dramatic loss of power. We limped into the pits, and irretrievably stalled as I slowed down, resulting in a long coast to my parking spot. Thank goodness for the elevation drop off from the hot pit to the paddock.

I barely resisted kicking the car as I stomped off to look for some insight. Yarko Matkiwsky, of Response Engineering, was the first one I found who might have a clue, because I sure didn't. He kindly came over for a look and offered a number of good ideas. He introduced me to another of our UCR tech experts, Ian McQuillan, of Hockley Autosport. He very thoughtfully asked me numerous diagnostic questions about

the car and what had happened. Ian offered to take a look after he helped a friend who had even more serious car trouble.

I was quite willing to wait it out, so wandered over to chat with the previous owner of my silver 944T, Charlie Crockery. He has become my go-to guy with questions about the car. I would strongly recommend buying an old, used, modified Porsche from someone like him—a person who is willing to stay in touch post-sale. He has been incredibly helpful and insightful in the year I've had the car, always ready to answer my often dumb questions.

This time, he seemed intrigued by the problem, and came over immediately with his diagnostic kit (a goose-necked flashlight and gloves). Within a nano-second he found the issue and declared it easily fixable, right there at the track. The vacuum hose had popped off the idle stabilizer. Luckily the hose clamp was still attached, making the repair one of 'simply' reattaching the hose and tightening the clamp back down.

Of course it wasn't quite that simple, and it being a hot day, the job was sweaty and more than a little frustrating. Charlie did not complain once, did the job with grace and speed, taking a break only to go and drive his run group. In time for my next run, the car was back to perfect, thanks to Charlie's skills and willingness to help.

Once again, the 'curse' of the NNJR weekend was turned to a blessing, thanks to the helping attitude of our members. Their generosity makes me wish I had more mechanical skills to offer to return the favour. What I can do is say a big public thank you to Yarko and Ian for their diagnostic help, tool loan, and offers to do more, thanks to my paddock pals Mark and Mike for the push and moral support, and of course to Charlie for effecting the repair so efficiently. Clearly the love for cars and driving is not selfish—we all feel the same way about it, and will go out of our way to help others fulfill the need for speed.



TRACKTALK



Dave Osborne
UCR Track Chair



When I look at the calendar and realize that we are half-way through the driving season, it amazes me at how fast the summer goes by. The events so far have been fun, fast and almost full, as many drivers avail themselves of Mosport's (CTMP) upgrades. As the new asphalt settles in, has sealant applied and reacts to changing temperatures, the surface grip has changed slightly from event to event. Those small changes create an intense learning environment for everyone and keep things interesting. Our able Track Team has quickly adapted to the upgraded facilities and kept our events running smoothly.

The Board has completed a study of the future of our Club and all of the programs it provides. I can tell you the future looks bright. There will always be unforeseen changes, but with the right people in place as stewards of these wonderful programs, our Club will remain the strong, viable PCA region that it is. Having other programs help support the Club and lift some of the burden from DE will go a long way towards allowing the Track Team to meet any future financial challenges. Let's face it. For the past 5 years we've been paying \$287.50 plus HST for a two-day track event with instruction included. With costs rising yearly, we can only absorb them for so long. I can promise (as long as I'm around) that any future increases will be small and in direct proportion to our rising costs. The best way to minimize any changes is for the members to come out and support the program as it is. Full grids keep the costs low for everyone.

Speaking of full grids, our next event is Shannonville! That segue was so smooth you didn't even notice it did you? Shannonville is an awesome learning track. It's twisty, the sight lines are un-

paralleled and our Chief Instructor swears (often) that it's a great place to practice corner entries, exits and throttle management. You can alter your lines by inches and see the direct results without the intimidation of blind high-speed exits. The paddock is filled with enthusiastic people, there is little work to be done and our dinner is like a family picnic, without all the annoying relatives. Did I mention we give away a full set of tires too? If you're going to one more event this season, do yourself and your skills a favor and make it Shannonville. It's also the venue for our final Introductory Driving School of the season. So if you want to join us for the rest of the season, Shannonville is your opportunity. Before I move on I'll try to say Shannonville one more time.

For those of you who haven't attended our annual Club Race, I wanted to mention the great job that Mike Edmonds has done over the past few years. With assistance from Wayne Spiegelberg, the past Race Chairman, Mike and his great crew have made Upper Canada Region's Club Race something we can all be proud of. The logistics involved in organizing and hosting this event is staggering. Mike will be stepping down this year but will go on to support the newest Race Chairman, as Wayne has supported him. That's UCR's plan of succession in top form, as each successive program manager assists the next to maintain continuity and quality for our club. Mike Edmonds has done a brilliant job for UCR and has been a pleasure to work with, for both the volunteers and at the management level. Thank you for your ongoing service to this club Mike, you've made us all proud.

When you talk about service to the club there are few groups of dedicated individuals who deserve our respect more than the DE Instructors of UCR.

These men and women were once slightly disoriented Green students wandering around the paddock trying to find their way during the morning rush. Now they are the consummate professionals who not only support the entire program with their skills, but support numerous charity and volunteer functions as well. They answer questions, guide ambitions, lend a helping hand and still jump into the cars of enthusiastic students and generously give of their time and efforts to keep you safe.

Dozens of them turn out to our Driven 2 Smile event and donate their fuel, tires and time to making a difference in a child's and their parents' daily lives. They come in from their runs at lunch time and give up half their lunch hours to go right back out with children suffering through the indignities of cancer. They sit in student's cars through their breaks to make sure the student has grasped their previous lessons and they share the joy of riding with someone who finally "gets it". These amazing people give so much to this program that it wouldn't exist without them. So next time you have an instructor for a daily lesson, or just a quick checkout run, take a moment at the end and say "thanks for doing this". That's one form of payment that they will gladly accept.

See you all trackside at Shannonville,

Dave

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Vintage Racing with the Toyo R888 Proxes

Under-Inflated Tires or Over-Inflated Ego



By Kye Wankum,
UCR Director of
Communications



Photo by Richard Shepard

The annual Canadian Historic Grand Prix organized by VARAC (Vintage Racing Association of Canada) and held at Mosport on the weekend of June 16, was again a fabulous event—perhaps the best I can remember in the 20-plus years of my participation as a racer there. The organizers, ably led by VARAC's Bob DeShane, are to be congratulated on a tremendous job.

There was a plethora of racing cars on hand, making several great race groups with good-sized fields for the spectators to enjoy. My own was the so-called Vintage/Historic Big Bore group, starting at 1,600cc's with Alfas, Fiats, Triumphs, and MGs, to two litres, such as my own '68 911-L, and all the way to truly big-bore machines, such as the 1960's Corvettes, Mustangs and Cobras—thunderous machines! The speed differential of the 40-car field was huge, from 1.5-minute to two-minute lap times, and although I didn't really have much of a chance to look around the entire paddock to see all the other cars, I truly enjoyed my own race group. There certainly were some great cars in it, representing some of the great racing marques of yesteryear.

Leading up to the event, I ran out of time to get all I needed done. I had been busy organizing the Legends of the Autobahn

Photo by Kye Wankum



Photo by Colourtech

show held there that same weekend right up to the last minute and even into the weekend. I never managed to get my brand-new Toyo R888 tires shaved, and used them with full tread—and with mixed results—instead. Unfortunately, my attempt to have a direct comparison of these tires with when I had a lot of success with them at this event in 2011, was foiled by the fact that I had wrecked my '69-911 at the end of that season and am now running a similar car, but with a smaller engine and decidedly less horsepower.

The only constant was the weather, a beautiful sunny 24C. Maybe my mind wasn't quite as focused on this event either, as I was still worrying about the Legends event over



Photos by Hugh Hawley



yonder in the infield. Whatever the case, I did find my ego somewhat bruised when my lap times were really quite dismal compared to what I am used to, and I ended up doing no better than mid-field on the Friday and Saturday.

The big rumour around the paddock on Saturday evening was that of torrential downpours heading our way and, in fact, quite a few of the big-bore cars were packed up right then there and the transport trucks on their way out. Sunday indeed began with a huge deluge of rain and many of those still in attendance did not bother going out on track. That made it possible for me to move up from twenty-first to sixth before the race was stopped due to the poor visibility—caused by spray and increasing fog—and a couple of incidents. The unshaven Toyo R888s were fantastic in the rain, by the way!

Around lunch time the bad weather had moved on and my afternoon feature race was dry and sunny and not quite as warm. I managed to hold my position with the exception



Photo by Richard Shepard

of one Mustang getting by me and came in seventh and only sixth in class. That certainly let the air out of this ego.

Shaved tires, you ask? Please see the side bar for more information on this common practice. UCR supporter Braidan Tire has purchased a tire shaver recently and will have this available for service at their Mosport location shortly, but it was not ready in time for my race weekend.

...continued on page 38

The merits of shaving...

Radial racing slicks are effective because their contact patch acts as a single unit.

Any tread design that breaks up the contact patch into smaller elements or adds additional tread depth (required to enhance wet traction and make them DOT approved) will increase tread block squirm and reduce dry performance. This means that tires typically provide their worst wet traction and their best dry performance just before they wear out. It's also important to remember that the heat generated every time a tire is driven activates bonding agents in the rubber. As this process is repeated continually throughout the tire's life, its rubber compounds gradually harden and lose flexibility reducing grip.

Therefore, a shaved new tire will provide more traction than a tire worn to the exact same tread depth after being driven for thousands of miles on the road.

Tire shaving is an effective means of permitting more of a tire's performance capability to be realized early in its life. In many cases, shaved tires used in competition actually have a longer useful life than tires that enter competition at full tread depth.

The process removes tread rubber and reduces tire weight by several pounds. A shaved tire's tread profile will usually result in a slight increase in the width of the tire's contact patch, putting a little more rubber on the road. The resulting shallower tread depths reduce the tire's slip angle, increasing its responsiveness and cornering power by minimizing tread block squirm.

Minimizing tread block squirm also reduces heat build-up and the risk of making the tire "go off" by overheating its tread compound. Depending on the severity of overheating, the overworked areas of the tread compound may turn blue, tear, blister or chunk.



Photo courtesy of Toyo Tires

...continued from page 37

Photos courtesy of Toyo Tires



From left to right: Toyo R888 Proxes continuous centre contact area, the semi-slick shoulder and the unidirectional v-shaped tread design

In the meantime, I believe tire shaving is probably good for two seconds at Mosport. I also had a difficult time getting the tire pressures right to where the tire would roll over by the desired amount, the tire pressures would grow as they should over the course of a session on track (about five pounds), and the tire temperatures would get to the optimal operating range (160-200F). In the end, all of these factors seemed to be all over the map as I kept playing with things, something I would blame on the unshaven tires and the tires possibly being under-inflated as well. There is a

Photo by Hugh Hawley



lot to be had out of correct pressures with these tires and a lot to be learned, especially on an early 911 that provides very limited set-up change options. Meanwhile, I have an inquiry into Toyo Tires Canada and their technical staff will get back to me with input after analyzing the data I provided; I will share the results with you next month.



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THE PORSCHE-PHILE

Chris Leavens

Car: White 991



Chris enjoying the Simcoe Fun Run earlier this summer

My dad opened Leavens Motors in 1958 selling British cars: MG, Jaguar, Mini, Austin. In 1977 he switched to VW. I worked at the dealership washing cars part-time as a kid.

There were lots of sports cars in my life when I was young; my Dad, Ed Leavens, raced against the likes of Sterling Moss. (For more info about my dad see: www.racingsportscars.com/driver/Ed-Leavens-CDN.html and cmhf.ca/ed-leavens.)

I attended Georgian College Automotive Marketing from 1985 to 1988, and during college I worked for Ford and Chrysler.

After school was done, I was with Mazda and GM, before returning to work for Leavens VW in 1992. Became GM in the early 2000s and bought father

out in 2008. I bought Orillia VW in 2007. Chris Pfaff was a good friend and suggested I should go after Porsche in London, as they had decided to set up a dealership here. Chris and I decided to partner on Porsche of London and we opened in September of 2010.

I am married to Chantelle, who worked in the car business and is a car enthusiast and is also very fast on the track!

I raced motocross for a number of years, and did some snowmobile racing as well.

I have always loved cars, and have been a Porsche owner since 1999.



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THE STEERING COLUMN

A triumphant finale



Emily Atkins
Provinz Editor
porschemily@rogers.com

As has been mentioned earlier in this issue, *Provinz* has received accolades from the Porsche Club of America, winning the award for best "newsletter" of the club's large regions for 2012.

Thanks to all those who have offered me congratulations, but I must demur and give credit for this well-deserved award to the editor at the time, Kye Wankum. This award came as the culmination of Kye's eight-year tenure as *Provinz* editor, a time in which he grew the magazine and polished it into the professional, glossy and interesting read it is today.

The judges who vote on the regional newsletter awards are not easygoing folk. I've seen the judging sheets, and *Provinz* received some really outstanding comments from this year's panel. For example: "It looks great. It reads well. It's professional. I commend you on a magazine any region

would be proud to have." That judge gave *Provinz* 198 out of a possible 200 points.

As I'm learning, it takes a lot of work and dedication to make this publication land in your mailbox on time each and every month of the year. Kye did this job for eight years and deserves to hear congratulations from each and every member of the club for his tremendous creativity and unceasing effort. Please take the time to email (kye.wankum@rogers.com) or call him to say thank you for all the great reading over the years, and for guiding *Provinz* to this fantastic win.

I also want to congratulate UCR Webmaster Richard Shepard on another win for our club: The UCR website was named the best website in the large regions for 2012.

We have much to be proud of at UCR; with the support and contributions of so many club members we will continue to create wonderful, multimedia communications for all to enjoy.



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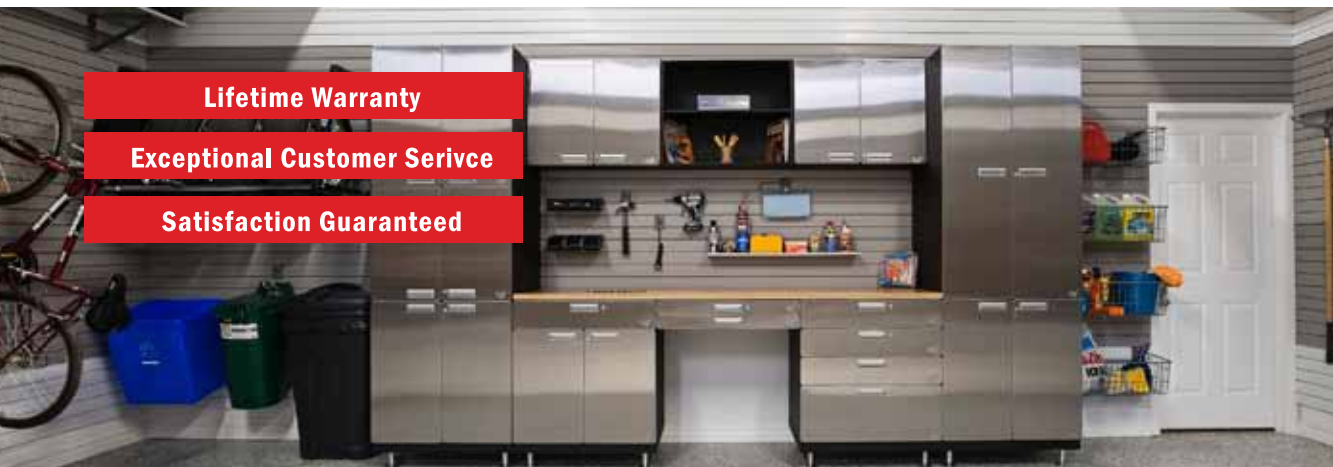
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PERIPHERAL VISION

During the Yorkville Exotic Car Show we represented UCR under the club canopy tent along with **Pam** and **Mike Bryan**. The show has been organized from inception by **Phil Downe** and it has provided a good opportunity to get the PCA message to car enthusiasts and also to meet current members who are enjoying the show on Bloor Street.



John Adam
UCR Historian

Each year, something happens that is quite amazing. This time, the strolling throng included **Les Smith**, who stepped up to our table and introduced himself as a past member—from the seventies. A charter member, in fact. **Smith** was third editor of *Provinz* and also a pack rat. The next day, he sent a list of early *Provinz* editions that he still held onto and I checked that against our library copies. I sent **Smith** a current copy of *Provinz* to show how we had advanced over the past 37 years. I expressed our appreciation for the work

done by our charter members that made it possible for us to become what we are today. The amazing thing is that they still care!

The June Social was at the Pfaff Porsche dealership and another charter member showed up—**Frank Bittner**. Great to see him again. More recent old timers included **Peter Manson** and **Wayne Gilbank**.

While at Parade, Porsche Cars Canada hosted a reception for all Canadian registrants but **Joe Lawrence** had to cancel his attendance. Next year, **Joe** will be at Parade in Monterey, CA, representing PCNA. Later in the week, UCR received yet another membership growth award. We departed Parade early in order to help with the UCR Club Race event.

Rennsport will be at Tremblant September 23-24. This is a popular event, and has been a sellout in past years, even for instructors. Don't forget that Rennsport has a cancellation fee of \$100 should you decide to drop out. The Tremblant condo reservation service also has a cancellation fee.

In September & October UCR is headed to CTMP. In November, you can get to Virginia International Raceway. It's 1,100 km and too far for me to venture, but a great track by all reports.



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CONTACTS

EXECUTIVE

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Walter Murray
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P1L 1W9
H: (705) 646-1176
C: (705) 394-8746
F: (705) 646-1161
murray.dexta@gmail.com

Vice-President

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

Past President

Mario Marrello
P: (647) 700-0093
m.marrello@computer.org

Treasurer

Robert C. Moniz, P.Eng.
905-928-7110
Hamilton, Ontario
robert.moniz@shaw.ca

Secretary

Sheri Whitlock
C: 416-557-6331
sheriwhit@me.com

Director of Communications

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

DIRECTORS

Del Bruce
3240 Greenburn Place
RR # 1, Locust Hill, ON
LOH 1J0
H: (905) 686-2690
C: (905) 409-5512
delb@rogers.com

Mike Bryan
128 Cranberry Lane
Aurora, ON
L4G 5Z3
H: (905) 727-2979
C: (905) 726-9027
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

Horst Petermann
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Chief Instructor

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250 Cochrane Dr. #2
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F: (905) 415-8249
lsgform@direct.com

Club Racing

Mike Edmonds
Phone: (416) 738-5562
mike.edmonds@rogers.com

Concours Co-Chairs:

Chris Ralphs
chris.ralphs@sympatico.ca

Richard Shepard
richard_shepard@hotmail.com

DE Chair

Dave Osborne
1066 Gardiners Rd.
Kingston, On, K7P 1R7
P: (613) 384-7077
F: (613) 384-7044
csracing@kos.net

DE Registrar

Brent Muir
P: (905) 643-3718
registrar@pcaucr.org

Fun Runs

David Forbes
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Goodie Store

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Suite 6, 6620 Kitimat Road
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Historian

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

Membership

Angie & Mark Herring
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Open House

Mark Solomon
P: (905) 326 3507
ml.solomon@rogers.com

Provinz Editor

Emily Atkins
porschemily@rogers.com

Rally

Sajjad Butt
P: (905) 567-8466
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

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Richard Shepard
C: 416-559-2960
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Zone 1 Rep

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911Parts	7
Aspen Wood Floors	39
Auguste Lecourt	7
AutoOne Group	8, 40
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Better Distribution	15
Braidan Wheel & Tire	48
Bruce Farrow Licensed Appraiser	44
California Detailers	39
Continental Tire Canada	2
CPS Flooring	14
Dent Doctor	8
Downtown Porsche	27
Furtmair Auto Services Inc.	38
Humberview Motorsports	41
Hunter Motorsports	17
James Sutherland-CIBC Wood Gundy	10
Keltech Performance	13
Kumho Tires	47
Lant & Co. Insurance	46
MantisSport	43
Maurice Bramhall & Associates	8
Michael A. Coates Photography	38
Nineapart	38
OnWall Solutions	42
Paragon Competition	25
Pedros Garage	35
Pfaff Porsche	40
Pfaff Tuning	32
Porsche Of London	30
ProperVu Realty Corporation	46
Segal Motorcar	24
Seidman Kaufman Group	24
Trust Transmission	40
Whale Tail	46
Zorotech	6

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