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





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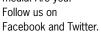
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Cover: Photo by Emily Atkins, Provinz Editor.



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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	28	Sun	Fun Run: Collingwood
12	Tues	UCR Social	28	Sun	Autocross: Toronto Star,
23	Sat	Cayenne Fun Run: Sugar Shack Run			Vaughan
APRIL			AUGUST		
9 13	Tues Sat	UCR Social	3	Sat	UCR Rally, Bakhtar Kabab Restaurant, 5925 Tomken Road,
15	Sal	Introductory Driving School, CTMP Training Facility	1.0	T	Unit #1.
20	Sat	Open House: Launch into Spring,	13	Tues	UCR Social
		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,	7-8	Sat-Sun	Targa Muskoka
1.4	_	"Swing into Spring", CTMP	10	Tues	UCR Social
14 19	Tues Sun	UCR Social Autocross: Toronto Star,	14	Sat	Fun Run: Porsche of London, London Run
25	Sat	Vaughan Fun Run: Beaver Valley	15	Sun	UCR Concours, Moser's Grill, Guelph Line, Burlington
26	Sun	Fun Run: Kawartha	20	Fri	Braidan Tire / Michelin Charity Day, CTMP
JUNE			21-22	Sat-Sun	Driver Education,
1	Sat	Fun Run: Porsche of London,			Fall Colours, CTMP
_		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	8	Tues	UCR Social
		Event, CTMP	19-20	Sat-Sun	Driver Education,
11	Tues	UCR Social	19-20	Sat-Sull	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, Bakhtar Kabab
16	Sun	Yorkville Exotic Car Show			Restaurant, 5925 Tomken Road,
28-29-30	Fri-Sat-Sun	UCR Club Race & Advanced	NOVEME	DED	Unit #1
		Lapping, CTMP	12	Tues	UCR Social
JULY			23	Sat	
9	Tues	UCR Social	23	Sal	Annual Banquet
12-13-14	Fri-Sat-Sun	Driver's Education, Can/Am	DECEMBER		
		with NNJR, CTMP	10	Tues	UCR Social

PRESIDENT'S FORUM



UCR President

year, which officially starts December 1 Walter Murray of each year. You will have seen in the November Provinz that we had some changing

elcome to our new

of the guard. Retiring due to term limitations were David Forbes and Hans Petermann. Isabel Starck has taken time off to look after her young family. Also, Kye Wankum retired after being Director of Communications for the past year. He also has been our Provinz lynchpin for several years before turning the mantle over to Emily Atkins last year. We extend our sincere thanks to all for their time and a job well done.

We are also pleased to welcome new Directors Kathleen Wong, Mike Edmonds and Mick Oliveira. Thanks for stepping forward and welcome aboard.

We also have two new Joint Social Chairs, Laurel Ward and Kathleen Wong. They have already been on the job the last few months and it is great to have them on board.

HOWEVER, WE NEED YOUR HELP.

With Kye stepping down from the coordinating role of Director of Communications, we have a hole to fill. Mike Bryan has kindly consented to fill in on a temporary basis but we need a longer term volunteer. Also, the role of Provinz Business Manager is vacant. Filling that is critical to coordinating the monthly business component of Provinz. The two job descriptions are available to be downloaded here: http://tinyurl.com/UCR-manager

It is vital we fill the Business Manager position immediately. So please take a moment and see if you can help us out. Feel free to call myself or Mike Bryan to discuss. Thank you.

Back on November 3, I had the opportunity to participate as a Coach in what is called the Street Survival School, sponsored by the Trillium Chapter of the BMW Club of Canada with our Club jointly participating. It is designed principally to teach young drivers to drive more safely by exposing them to emergency situation recovery and avoidance and skid pad and other car control measures. There were 43 students and 70 volunteers including the in-car coaches, of whom many were UCR members. Thanks to all. Mario Marrello is quarterbacking for UCR and working with Isi Papadopolous, President of the Ontario BMW Chapter. Mario will be writing more fully about it but let me say it is an awesome program. If it can help save one life, it is worth the substantial effort to structure and run. Next year we will officially be a joint sponsor.

As we look ahead at the new business year, we are planning to implement the recommendations of the Vision for The Future Report. This will require the support of you, the members, so when someone reaches out for a few hours of assistance, your help would be very much appreciated. One of the key points in the report is how can we arrange more local events and expand beyond GTA-centric activities. This will require your ideas and input. Think of running a Fun Run, find an acceptable location for Regional Autocross. We are all ready, willing and able to help so let us know how.

As we head into the festive season, weather is changing and many of us do not put on snow tires. Think about it: below 7 degrees, all-season tires start to lose their flexibility. We want all to have a safe and enjoyable festive season so until next time, drive safely.

Merry Christmas,

Walter Murray



Welcome! **NEW MEMBERS**

Name	Location	Model	Thanks To
Weston & Karen Adams	King City	11-911 C2S	Michael Le Blanc
Israr Butt	London	11-Cayenne	Porsche of London
Rob Caldarelli	Brampton	10-Cayman S	
Gisele Dennis	Sarnia	13-Cayman	
Scott Dill	Waterloo	14-Boxster S	Porsche of London
Giovanni Facciponte	Toronto	85-911	
Debbie Fitzsimmons	Waterloo	14-Panamera 4S	Porsche of London
Ronald Ginter & Mary Uhrig	Ajax	08-Cayman	
Deborah Hall	Mount Brydges	14-Cayenne	Porsche of London
Jason Hickox	Oakville	12-911 C4 GTS	
Wayne Higgins	Toronto	06-911 S	Downtown Porsche
Marc Houde & Susan Bright	Finch	06-Cayman	
Brent Howey	Fonthill	14-911	Porsche of London
Paul Juhasz	Cambridge	13-Cayenne D	Porsche of London
Nima Khadem	North York	12-911 S	Porsche of London
Ken Lee	Oakville	05-911	Mantis Racing
Joseph & Becky Maggiacomo	Mississauga	88-911	
Ravi Menon	London	14-Cayman S	Porsche of London
Gil Moniz	Mono	07-Cayman	
Michael F. Nazar	St. Catharines	07-Cayman	
Robert Neumann	Brantford	03-911 GT2	
Michael Reedijk & Brenda Cohen	Toronto	10-911	
Paul Robbins	Port Perry	04-911 GT3	
Simon Serruya	Markham	14-Cayenne	
Nadesh & Geetha Shanmuganthan	Mississauga	87-911	Mantis Racing
Jonathan Vinden	Mississauga	88-944	
Philip Wong	Toronto	91-911 C4	Lukasz Nytko

Congrats!

ANNIVERSARIES

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Livio & Jennifer Passalent

Tom Richardson Joe & Lee Taylor Galen Udell & Tracey Deline Eric Woroch

5YEARS

Nathan Jacobson & Lindi Bjornstad Wayne & Kimberley Clarke **Bridget Irvine** Tristan Linslev

Fitzroy Nash Perry Pettigrew Michael Reiner Tony Robertson Eric Santos Kerry Smith



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







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THE WAY WE WERE...

30 Years Ago

Rosemary Adam gave her perspective on our first Parade at Lake of the Ozarks, MO. It was infectious, as 700 cars arrived at a huge Marriott resort. 914 battery box service was the subject of a feature by Martin Ellerker. The Adams were to host a photo night with chili at midnight. Jan and Walt Mackay hosted a fun run through the Caledon Hills with a visit to Mrs. Mitchell's for lunch. Margaret and Phil Hucker were recognized as enthusiasts of the year, and Hans Pfaff received a special thanks at the Awards Banquet for his unstinting support.

25 Years Ago

George Barbu created a wrap-around colour cover for Provinz. We had 450 members, most were newly arrived. Only three were recognized for 10-years membership at the banquet. Sam and Linda Chan joined, as did Gustavo and Hilary Martinez. Ted and Nancy Madison transferred from Ottawa. October DE at Mosport was sponsored by Rennsport Region and had 90 drivers with thick fog on Saturday followed by rain on Sunday. There was a major photo spread and we all looked much younger then. Our election was held at the December Social.

20 Years Ago

Rick Dean wrote a feature Christmas poem. David **Gaunt** was thanking all in his last issue as editor. Rudy Bartling, Cray Scarlett and David and Linda **Scott** joined. **Bruce Farrow** wrote a feature about brake pads. Ben Ciantar went on at great length about belts on the 944. Provinz was about to change its look under the direction of Karl Thomson. We wrote about our first trip to the Road America track. 179 different UCR members participated in our DE events. Gord McNeil saluted our sponsors and event hosts in a two-page feature. The Awards Banquet was held at Movenpick on York Stret and cost \$65.

Contributed by John Adam, UCR Historian

schedule



Registration opens January 1

2014 Season registration opens at midnight on New Year's Eve!

Sign up online at pcaucr.org



Introductory Driving Schools

Saturday April 12, 2014, CTMP New Facility Saturday April 19, 2014, CTMP New Facility Friday August 15, 2014, CTMP New Facility

Driver Education

Sat & Sun, May 10 & 11, CTMP Main Track

Sat & Sun, June 7 & 8, CTMP Main Track

Fri, Sat & Sun, July 18, 19 & 20, CTMP Main Track with NNJR

Sat & Sun, August 16 & 17, CTMP New Facility

Sat & Sun, September 20 & 21, CTMP Main Track

Sat & Sun, October 18 & 19, CTMP Main Track



Advanced Solo Lapping

Fri June 6, CTMP Main Track, Driven 2 Smile Charity Event & Solo Lapping (Red & Black Groups)

Fri, Sat & Sun August 8, 9 & 10, CTMP Main Track, Solo Lapping at UCR Club Race (Signed Off Groups)

Fri August 15, CTMP New Facility, (Signed Off Groups)

Fri September 19, CTMP Main Track, Braidan Tire "Wheels for Humanity" Charity Event & Solo Lapping (Signed Off Groups)

2014 Season Rates:

IDS: \$295 Including Tax 2 Day DE: \$350 Including Tax 3 Day DE: To Be Announced

2014 Registrars:

Sheri & Neil Whitlock; registrar@pcaucr.org

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Kathleen Wong UCR Socials Co-Chair

SOCIAL EVENTS

ome join us for an evening of Porsche camaraderie. Our Socials generally feature a speaker, regardless of venue. We rotate locations, from Porsche Centres to affordable restaurants and supplier locales. We vary the location to accommodate travel from work or home, as well as our out-of-town members. Mark the second Tuesday of every month to meet your fellow Porsche Club members and enjoy an evening of thought-provoking topics. Socials run from 6:30pm to 9:00pm. Information is always published in *Provinz* and on the UCR website. Let us know if you are a first time member attending a Social and your first drink will be on us! If you have any questions about our Socials, please feel free to contact us. To help us organize better, we appreciate your RSVP to: socials@pcaucr.org. See you there!

Upcoming Events

December 10, 2013, 6:30 pm

Our December Social will feature the exciting premises and cars of McLaren Toronto. Innovation and excellence underpin everything McLaren and whether on street or track, McLaren delivers exhilarating performance. Come learn of the MP4-12C, 12C Spider or P1. Please join us for this, our last Social of 2013.

Location: McLaren Toronto, 33 Auto Park Circle, Woodbridge, Ontario L4L 8R1, www.toronto.mclaren.com, 905-850-4555



NOVEMBER SOCIAL

Big Brother is watching you **November Social explores insurance telematics**

By Robert Moniz, UCR Treasurer

n November 12th, the club enjoyed its November social at the warm and inviting Musket restaurant in Etobicoke. The hearty German fare helped to take the edge off the chilly evening.

Guest speakers Tam Seto of GlassHouse Systems, and George Cooke, former CEO of The Dominion of Canada General Insurance company, presented the controversial topic of telematics, and its application within auto insurance.

Though still in its infancy, this technology is developing quickly, and the capabilities are profound. Our members peppered the presenters with tough, and at

times, emotional questions. George and Tam politely fielded questions late into the evening. One thing is clear, insurance companies will embrace this technology to mitigate risk in their underwriting. What's not clear is how the public and politicians will react.

Fellow guests from BMW Trillium enjoyed the evening and even walked away with some great looking Porsche branded prizes.

A big thanks to the staff at the Musket who expertly catered to the full house of over 80 guests. A special thanks to Laurel for tirelessly organizing another successful event.



Volunteers have more fun!

Why not become one?

By Mike Bryan, Interim Director of Communications

ost volunteers would agree that the more you put in, the more you get out. In the context of a volunteerrun club like ours, that means a stronger sense of belonging when you help out, getting to know other members better and simply having more fun when you're working with other volunteers for the benefit of UCR members. The secret to the "having more fun" part is in the matching of interests, skills and experience with the needs of the volunteer role.

As UCR continues to grow, so does the number of volunteers needed to help out with the smooth running of our 3,400 member club. At this time, we're looking for someone to help out with the administration behind Provinz. This includes maintaining advertising schedules, tracking advertising income and liaising with the *Provinz* editor and our Treasurer, who issues invoices and tracks payments. So if you're an organized sort of person, used to keeping track of things with spreadsheets and calendars, the Provinz Business Manager volunteer role is one you're likely to enjoy.

Another vacancy has come up for someone who is comfortable supervising others. This role goes by the title, Director of Communications, and is seen as being the champion representing the Communications Team at Board level. The nine team members include the editor of *Provinz*, our webmaster, photographers, advertising sales chair and more. The task for the leader of this team is to make sure that every team member understands their role and is able to fulfill it, and that there is good communication between team members. Other aspects include planning, budgeting and thinking ahead to ensure the club's communication tools are up to date. If you are good at working with people and keeping track of what needs to be done, you'd get a lot of satisfaction in this role.

If the idea of having more fun appeals to you and you would like to learn more about these positions, without making any commitment, please contact me at: mike@brycorp.ca



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2013 Cayenne Diesel...White/Black Leather. Stock# PP2238. Premium Plus Package, Power Steering Plus, 19" Turbo Wheels, Bose Audio, Trailer Hitch, Moonroof, 14-Way Power Seats/Memory, F & R Park Assist...more. 17.8Km's.

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TECH SESSION

Buying a used Porsche

By Pedro P. Bonilla GCR PCA

o, you want to buy a used Porsche. Good for you!

Porsches are one of the best cars to purchase used for many reasons, among them:

- Porsches make the best mid-life crisis fulfillment I know, I've had nine ... cars, not mid-life crises
- Porsches are generally well cared for by their owners
- Porsches are built to last
- Porsches look great ...especially the oldies
- Someone else took the new car depreciation hit

You should have your wish-list of what you want and which are the must-haves (options, engine/HP, transmission, colours, etc.).

Where do you find it? There are several places where you can go look, such as: Cars.com, AutoTrader.com, CraigsList.com, eBay.com, and multiple Internet boards such as PedrosBoard.com, Rennlist.com, PCA.org, etc.

You can look in your geographic area, but if you don't find your dream Porsche, extend the search area. Many buyers have realized that their particular location might hinder their search so they have started looking in the two heaviest-populated Porsche regions in the world:



This is one of the best times to purchase used because it's a buyer's market, but the experience could get overwhelming if you don't have a plan. There are a bunch of questions you need to ask, such as:

- Which car do you want?
- Are you looking for a sporty two-seater (Boxster/Cayman) or do you need the rear seats in the Carrera?
- Maybe you're looking for the comfort of the Panamera or the utility of the Cayenne.

Southern Florida and Southern California. The other advantage of looking in these two areas is that the winters are very mild, thus there are many cabriolets available and there is no salt/slush on the roads, making for a cleaner undercarriage with very little metal corrosion and paint damage.

When buying a pre-owned car you can buy privately or through a dealer. Whatever you do, make sure that you get a PPI (Pre-Purchase Inspection) from an independent and reputable source. A knowledgeable inspector

Tech Editor's Note: With the winter weather setting in across our region many of us will spend much more time indoors and therefore on our computers or tablets surfing the Internet about stuff that interests us. Given we are Porsche enthusiasts, a lot of that time will be checking out the latest upgrades we can make to our vehicles and perusing for sale ads (don't forget to check out the ads at our own club's site pcaucr.org) looking at cars we would like to own. Well this month, our friend Pedro Bonilla was kind enough to provide his thoughts on key considerations you should make when searching to buy a used Porsche. Stay warm and enjoy the hunt!

We are always looking for new technical articles so please contact me at George@ONeillAdvisors.ca to submit yours and to provide ideas and feedback!



George O'Neill

- George O'Neill, UCR Tech Editor

can potentially save you thousands of dollars and thousands of future headaches for a small investment.

Not every mechanic is a good inspector. Good inspectors can specialize in air-cooled, water-cooled, midengine, SUVs, etc. Every one of these cars has its own nuances and quirks and it takes a real expert to find them and put them in the PPI report so you have the correct information. For instance, an air-cooled specialist may not pick up the fact that a water cooled car is leaking from the IMS bearing instead of from the rear main seal, and that makes a BIG difference.



Also, in the recent past there has been an inordinate number of water-damaged vehicles on the market due to floods and storms. You need to make sure your next purchase is not one of them. Right now flooded cars are "washing up" all over the country in the US. Texas: 30,000; New Jersey: 28,000; Pennsylania: 13,500; Kentuckey, llinois, Louisiana, and New York: 10,000 each; Florida, Missisippi, Virginia: 8,000 each! These figures are water-damaged cars that were put back on the roads!

A proper PPI will also include multiple photos and a written report which explains, among other things, the condition of the exterior (OEM, paint thickness measurement in every body panel, whether it's been resprayed, if it's had any body work/accidents), the condition of the interior, of all of the electronics, the powertrain (engine, transmission, suspension), etc. The PPI will also tell you which factory options came with the car. You should also get a list of the cost of

any repairs required and a fair market value of the vehicle which will help you make an informed decision.

When purchasing a used Porsche, the only time you do not need a PPI is when purchasing a CPO'd (Certified Pre-Owned) Porsche from a Porsche Dealer. A used Porsche will have to be put through a battery of tests and meet special Porsche requirements to be a CPO car that will come with a very thorough warranty, valid at any Porsche dealer.

SHOW ME THE CARFAX

Many people rely on just a CarFax to make their used-car buying decision. Although a CarFax is a good resource, you need keep in mind that the CarFax will only show the information that has been reported to them and there's a lot of information that may never get reported.

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DECEMBER 2013 The Journal of Upper Canada Region





Tire Rack Street Survival School

By Mario Marrello, UCR Street Survival Convenor

CR teamed up with the Trillium Chapter of the BMW Club of Canada to deliver two Street Survival Schools this year. The first event was successful with 28 participants, and the second was beyond successful with 42 participants! The feedback from both events showed us that this initiative is welcomed by all the students and they see tremendous value.

The Tire Rack Street Survival School is a driver-training program delivered throughout North America and brought to you in conjunction with the BMWCCA Foundation and Tire Rack. Its focus is on new drivers, but any driver who wants to go beyond the basic driver education programs given by most driving schools is welcome.

The primary emphasis of the program is a "hands-on" driving experience in real-world situations. Students use their own cars to learn handling limits and control. Students become more observant of traffic situations and as they master the application of physics to drive their cars, they will make fewer unwise driving decisions. Where else would students learn these necessary skills and have the opportunity to practice them?

This program provides:

- One-on-one, in car instruction
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- Opportunity to learn how to handle your own car in emergency situations
- Lots of learning and lots of fun in a friendly and supportive environment



The school is held on a private, closed course, in a closely supervised environment. It is supported by volunteers and sponsors who care about our communities. Although this school is of special benefit to young drivers, the school is open to ALL AGES.

Special thanks go out to Isi Papadopoulos, the President of the Trillium Chapter for organizing both events this year, John Dimoff for running the events, and both the UCR and the BMW club membership for volunteering as in-car coaches and other work assignments to make sure this event runs smoothly.

In 2014, UCR will become more involved. We will continue to work with the BMW club but UCR will become a joint sponsor. There is obviously a need for this type of instruction--we see it every day on the roads and the statistics confirm it: motor vehicle crashes are the leading cause of death for teens in the US.

For UCR to be successful, we need lots of volunteers! Just to give you an indication: the November event had over 70 volunteers. We need one in-car coach per participant, we need volunteers to set up and change the various courses, we need help with registration, catering etc. This is definitely a "community" effort!

For more information, please contact Mario Marrello, m.marrello@computer.org.





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By Colin Roberts, with photos by Ken Roberts, UCR Members

hose were our choices. A father-son trip to Parade in Michigan, or 10 days in Germany and Austria. It was a tough decision, having never been to a Parade before. But in the end, the chance to go to the Frankfurt IAA autoshow, Porsche Museums in Stuttgart, Mattsee and Gmund (Austria) far outweighed

what Michigan had to offer.

The first afternoon in Frankfurt we just wandered. Jet-lagged and tired, we decided to save the big displays for the next day. Unbeknownst to my father, I was really trying to hold out seeing the Porsche display which would be showcasing the new 918 Spyder

until the next day merely because it was September 18th (9/18). Silly, I know...but one of those things.

The next day we hit the show. We made the circuit through the various halls. BMW to Ferrari, Benz to Audi, VW to Porsche. Finally...there it was—the Porsche stand. Packed with Porschephiles, gawkers and would-be hopeful owners. On display were various models: the new 50th anniversary 911, 911 Turbo S, GT3, Boxster, Cayman, Cayenne and Panamera, most of which were open for the public to sit in and feel first hand.

There was even an upper level showcasing a 917 and 911 RSR. It was here, while taking a few pictures, that I noticed the Porsche Exclusive area. A glassed off area with a lucky few behind, sipping drinks and enjoying the availability of three unmolested beauties: a 911 Turbo S, Panamera Turbo and Cayenne Turbo.

Thinking it was by invite only we looked in and figured that that was as close as we were going to get. Wrong. Sometimes it's true...all you have to do is ask. We were admitted...shown the three models and even offered drinks and a chair. It was then that I noticed, tucked behind a frosted glass wall...a

lone 918. I motioned to Dad...get your camera ready, this is the Holy Grail we were hoping to see up close and personal. Time to ask if we could have the doors opened just a bit so that we could get some pictures.

Denied. It was a customer's car being displayed and they had agreed to have the car at the show but not accessible to the public. Instead the Porsche rep asked if I could just be happy with taking pictures of the 918 on display out on the stage for all the public to see and admire. Thinking quickly and really wanting pictures that didn't involve other people being in my shot, I might have blurted out that I

was from Canada doing an article for the Porsche Club of America on the debut of the 918 in Frankfurt.

Bingo. That worked. She asked if it would be alright if I could go on stage to ask my questions of the presenter there and take photos of the press car on the turn table. Would it be alright? Umm, YA!

And so it was that my father and I were guided through the crowd, led on stage and given a personal photo and Q&A session with the newest Porsche. No one in our way, presenter to ourselves, answering our every question, eyes of envy upon us as we were able to observe and admire every line and detail of the magnificent car before us.

We finished up and walked away from the display with pictures of every possible angle of the car; smiles on both our faces, still in disbelief at what had just happened.



2013 Autocross wrap up

By Mario Marrello, UCR Autocross Chair



No, not identical cars tailgating. This is a time lapse shot taken at the October event

013 was easily the most successful year for Autocross since UCR started running this event. We've had record attendance this year with close to 100 registrations in total across four events.

We had our first event way back in May. This event was so popular that we had a waiting list. I wish I didn't need a wait list, but we need to set a limit on participation to keep the event running at a reasonable pace and not taking too much of the day.

July's event was also fully booked and with a wait list, but thanks to responsible members who formally cancelled at the last minute, all the wait-list drivers were able to participate. Since UCR allows participants to register right up to the Friday before the event, it's relatively easy to manage a wait list and handle last minute changes. Here's a tip to all those who are unsure of their schedules--register anyway and if you can't make it, cancel on Friday! There is no penalty.

I'd like to say August was also fully booked, but even as the weakest event, we still had 21 cars. Perhaps a late August event is not ideal, as summer vacations and school planning obviously take priority.

In October, we were back to full. October always seems to have perfect weather; not too cold or hot. This year, we had slight rain in the morning. Rain is normally a good thing with autocross--unfortunately, there wasn't enough to really cause any traction issues.

What are the plans for 2014? Autocross will definitely continue and there will be at least four events in the GTA. I would like to expand the event for those members out-

side the GTA. I'm happy to continue the GTA event, but we need to start growing events and participation in other parts of the province. How about a Niagara event? London? Prince Edward County? Barrie? Elsewhere? Would there be participation at these? Feel free to email me and let me know your thoughts.

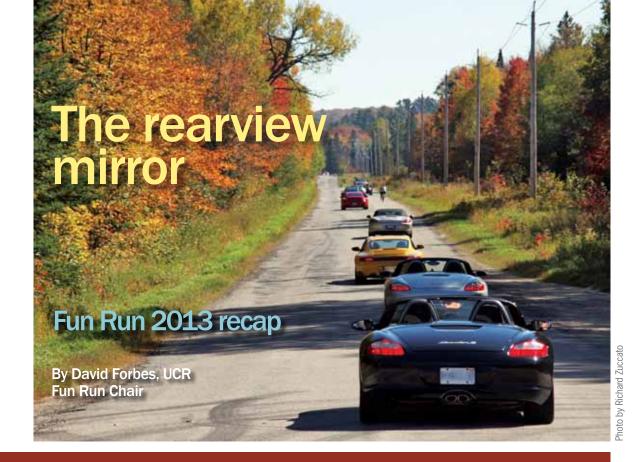
For those of you who have never been to an autocross, it's a test of your driving skills and knowledge of your car's limits. Although speeds are well under what you encounter on day-to-day street driving, it requires a high level of concentration and close attention to car feedback, which makes for a very entertaining and safe learning experience. The Sports Car Club of America (SCCA) recognizes Autocross as a form of competition. At UCR, we emphasize learning and skills development more than competition, but for those of you interested in this competitive form of motorsport, the UCR event is a great way to practice and fine tune your craft.

I would like to thank the volunteers who helped make this year a success: Geoff Sheffrin, who helped with course layouts, Charles Brooks who took pictures, Kirk Katzel who helped with marshalling, and my son, Paul Marrello, who is always available to help and provide his own brand of verbal commentary!

I would also like to especially thank the Toronto Star which has provided the event venue for several years, and has been nothing but helpful in making sure the lot was clear and ready.

If you would like to volunteer, contribute your thoughts and feedback or you have any questions on the event, please contact me at m.marrello@computer.org.

The Journal of Upper Canada Region



s the UCR Fun Run year draws to a close, we wanted to say a heartfelt thank you to all our hosts and participants. We hosted 12 Fun Runs, and shared some wonderful experiences with close to 400 participants for 2013.

Our year opened with an SUV Fun Run in February, hosted by Steve Revoy and Jill Clements-Baartman, and of course being the month of Valentine's Day, the location was Niagara-on-the-Lake for a wonderful pairing of wines and chocolate! Steve and Jill also hosted a March Fun Run to the sugar shack at Bruce's Mill Conservation area in Whitchurch-Stouffville region, focused on family fun.

In May, Hazel de Burgh and Dwight Dyson hosted the Beaver Valley Fun Run, along some of the most beautiful parts of the Bruce Trail, and visits to some galleries and boutiques in Thornbury, with a final destination at the Blue Mountain Resort. Drivers and navigators enjoyed the challenge in the quest for local knowledge, and of course the prize at end which is always a lot of fun.

In May, we were fortunate again to have a wonderful Fun Run hosted by Peter Oaks in the Kawartha

areas of Eastern Ontario. Good company over wine and cheese and lovely scenery through Stony Lake and Rice Lake regions. This was Peter's first time as a host, and we certainly hope it will not be his last.

We had the pleasure of two Fun Runs in the month of June. The first was hosted by Chris and Chantelle Leavens of Porsche London, with a starting point at their Orillia Volkswagen dealership, then a fantastic tour of the southern part of beautiful Muskoka, with a stop at the historic Big Chute Marine Railway, and a delicious lunch in Port Severn. Our second treat for the month was hosted by Vaughn Warrington, and the best poker hand wins, of course! This was the third annual Bear Manor Poker Run, through the fantastic Niagara Escarpment, visiting a winery in Grimsby, and lunch at Vaughn's home.

In July, Hazel de Burgh, Martin Tekela, Don Lewtas and Barbara Mitton hosted the fabulous Collingwood Fun Run. Participants enjoyed some of the most spectacular views along winding roads with charming vistas. An Art theme this year was of particular interest to the group, with stops at some famous little galleries and of course the most challenging of knowledge games for drivers and navigators; topping

this off with prizes, wine and dessert at Don and Barbara's home, made for an outstanding experience for everyone who attended.

September was a real treat as the Targa Muskoka, back by popular demand was hosted by our President Walter Murray and his wife Sheila Harwood. Our UCR Rally master was Sajjad Butt, whose expertise in making sure the route is as much fun as it is a challenge, was very much appreciated. The open bar on Friday night at Patterson Kaye Resort and Spa was hosted by Anne and myself. Saturday evening dinner, complete with champagne reception and brunch on Sunday were prepared especially for

our Porsche group by the chef at Patterson Kaye.

Finally, Anne and I hosted two Fun Runs in Muskoka, one in the spring, with our regular route through the beautiful Muskoka countryside, reception, and dinner at Wabora the Japanese Fusion restaurant in Bracebridge. A special thanks to Walter and Sheila for cohosting both our Spring and Fall Run with us this year at

their gorgeous farm! We had a record number of cars at our Fall Fun Runs, with 40 cars. Participants could select from three different but equally beautiful routes, which made the day very enjoyable, and we hope memorable for our participants.

We look forward to UCR Fun Run 2014, and invite you all to host, and/or participate in all our Fun Run events. We could not have enjoyed as successful a season of Fun Runs as we did without your dedication and participation. Thanks as always.

David





The sixth annual Muskoka Spring Fun Run

Photo by Hazel de Burgh



The Beaver Valley Fun Run in Jun

Sports and Event Photography by michael a. coates
905.592.1962

SPANCimages.com / porscheclub

provinz



By Dave Thomas, UCR Member

0-50 means different things to different people. Half this, half that, the charity draw at Leafs games, or, in my case, celebrating my 50th birthday by celebrating the 911 on its 50th.

I've enjoyed my 1995 993 C2 coupe since 2002, when I purchased it from its original owner. It has given me great enjoyment and I plan on keeping it many more years, quirky basket handle and all. But as time passed I became smitten with the idea of owning a modern sports car, one in which the windshield doesn't squeak, heating and air conditioning are drama-free and my kids can't fiddle with the cassette tape holder. What to do, what to do?

Despite its impressive performance and numerous accolades as a great "driver's car", the 991 just didn't do it for me. Was it because I'd already gotten the 911 out of my system? Maybe it was its sheer size compared with my relatively petite 993. Perhaps it was because of the middling reviews that the PDK-based seven-speed manual transmission received. Whatever the reason was, ultimately I decided to bide my time and wait for a car that "spoke" to me.

Enter the new Cayman.

I had admired the Cayman's reputation as a great handling car, but the styling was always a bit too delicate for my tastes. So when I saw the first spy photos of a poorly disguised 981 Cayman I have to admit my heart skipped a beat. Here was a car that retained most of the original car's DNA but which had undergone a fairly dramatic makeover both inside and out. Gone were the elegant lines that harkened back to European sports cars of an earlier

era. Instead, Porsche's designers had added muscularity and swagger that I found appealing. And although it had grown a bit in size compared with earlier iterations, its mid-engine layout, slick six-speed manual transmission, slot car-like handling and fantastic brakes embodied all that I was looking for in a modern sports car.

I contacted Porsche Centre Oakville in January when it was nothing more than a website and a phone number. "Would it be possible", I asked, "to purchase a car even though the dealership was months from completion?" "Absolutely" was the reply. So, after many long winter evenings spent with Porsche's online Car Configurator, testing out various colour and option packages, I settled on a six-speed Racing Yellow Cayman S optioned with a nod to performance. We provided some details on our arrival date in Stuttgart, hotel preference and preferred pickup date and in return PCNA sent us an information package that included a hotel voucher and a couple of taxi chits.

Fast forward to July. After bundling the kids off to camp, my wife and I hopped on a flight to Frankfurt and then Stuttgart, arriving on a Saturday morning.

Carrera RS Clubsport



During dinner we were treated to a parade of automotive eye candy. As our host explained, Stuttgart's car crazy locals' favourite Saturday night cruising spot was the street right outside our hotel! So, as we were enjoying our meal we were entertained by a steady stream of automotive exotica including Ferraris, Lamborghinis, Mercedes' and of course, Porsches. Many, many Porsches, both old and new.

Since our car pickup was scheduled for Monday, the one day each week the Porsche Museum closes, we decided to devote Sunday morning to the museum. One of the many events Porsche hosted this year to celebrate the 911's 50th birthday was a special "History of the 911" exhibition that had opened the month before at the museum. We hopped on an early-morning train and after a 10-minute trip we arrived at Porscheplatz in the suburb of Zuffenhausen. Getting to the museum couldn't have been easier, as it is right beside the train platform and across the roundabout from the factory entrance.

When I saw the incredible array of 911s on display I could barely contain myself! For years I had been reading about these famous cars and now they were all there, in person, for us to admire. Honouring the German penchant for orderliness, I resisted the temptation to rush over and gawk at some of my favourite cars, choosing instead to follow the chrono-



Picking up the Cayman

logical tour, starting with early prototypes with hand-formed aluminum bodies, through to some stunning 356 examples, the 912, and then, at last, the 911s.

Think of an iconic 911 and there it was, on display. One of the original 911s from 1963 (then called the 901 until Peugeot took exception with the "0" in the model designation). A white and green Carrera RS 2.7 that was so striking I bought the 1:18th scale model as a souvenir. A 911 rally car. A 993 Carrera RS 3.8L Clubsport. Two "911-50" anniversary edition 991s. What a treat! And to top things off, informative exhibits showcasing Porsche's engineering innovations were scattered throughout the exhibit.

The following morning was the "main event", car pickup day. Per instructions, we checked in at the gatehouse and were then walked over to the waiting lounge, where we were



911 Rally car

treated to very good coffee and pastries. We were then introduced to the Porsche representative who took us through a set of doors to a well-lit room full of gleaming new cars. There, among the 911s, Boxsters and Panameras, was our very yellow Cayman S, the only one being delivered that day.

Given the relative lack of electronics on the car, our orientation was a relatively quick affair. We then relinquished our phones at reception (no cameras allowed!) and joined a couple from California for the obligatory factory tour, another trip highlight. The shop floor wasn't what one would expect at a car factory. It was quiet, airy, and very clean. Think

electronics or pharmaceuticals manufacturer rather than metal bashing plant. To be clear, this was the final assembly line where all of the parts deliveries were orchestrated, using sophisticated just-in-time logistics and robot trolleys that delivered parts to their appropriate stations along the line. Any welding had been completed elsewhere. Nevertheless, it was fascinating to watch German efficiency in action, whether it was during engine assembly, attaching leather to a dashboard or when a body shell was mated with its chassis.

After the tour we were keen to hit the road so we said our good-byes and dashed out to our waiting car.

With the Porsche-supplied GPS set to town of Berchtesgaden, we headed off on the autobahn toward the southeast corner of the country, not far from the Austrian border. Cognizant of the break-in guidelines, we kept the RPMs moderate and put some kilometres on the tires. Occasionally we would veer off the motorway to sample some of the wonderful secondary roads that criss-cross the countryside. It was on these twisties that the Cayman really shone. With engine and suspension settings set to Sport, the little mid-engined two-seater literally danced over hill and dale, effortlessly carving through turns and maintaining its composure.

Eventually the first day's fun had to end, so we hopped back continued on page 22...

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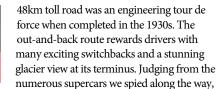
Showroom Location: 305 Supertest Road, Unit 305, Toronto Major Intersections: Allen Rd. & Finch Ave. Showroom Hours: Mon-Fri 9-5 Weekends by Appointment

...continued from page 21

onto the Autobahn one last time and made haste to Berchtesgaden. To my surprise, we were not the only Porschephiles staying at our small hotel, as we encountered a touring French Porsche club. I was doubly surprised to see that one of the participants owned a new Cayman that appeared to be a rolling advertisement for the performance tuner Techart.

The German Alps don't typically make the cut when discussing great European drives, but being a southern Ontario flatlander I was easily impressed by the roads we encountered in the mountains of Bavaria and northern Austria. For example, 10 minutes outside Berchtesgaden is the Rossfeld-panoramstrasse. The best time to drive it is early morning when the toll booth isn't manned and the camper van drivers are still finishing their coffees. After an energetic run to the top we were rewarded with great views and almost complete solitude in the still, warm, mountain air. As an added bonus we learned that the mountain played a starring role in the Sound of Music. Never one to pass up a photo opportunity, my wife practiced her Julie Andrews impersonations while I recorded the moment. We enjoyed the Rossfeld-panoramstrasse so much that we went back a second time!

Another epic drive was the Grossglockner High Alpine Road. At 3,798m, it is the highest peak in Austria. The



we concluded the Grossglockner was a destination for many European automotive enthusiasts. Our Cayman (despite its eye-catching colour) didn't attract a lot of attention, garnering only the occasional "thumbs up", usually from overly excitable pre-pubescent boys.

We made our way west through the mountains over the next several days, combining spirited driving with hiking and exploring the many idyllic Bavarian towns we came upon on our travels. Although we'd purchased a detailed, large-scale map for route planning, we quickly realized that by following motorcyclists we found some great roads that we otherwise would have missed. It was also fun to deviate from our plans and take the "long way" to our next destination

We spent several days in the spa town of Garmisch-Partenkirchen, home of Germany's highest mountain, the Zugspitze. This major ski resort area (it hosted the 1936 Winter Olympics) buzzes with activity during the summer

continued on page 24.

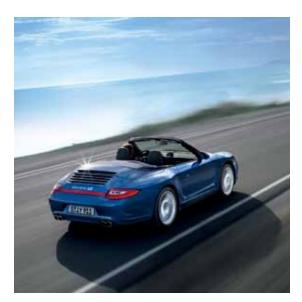
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...continued from page 23

months as visitors take advantage of the gondolas that take them up to the numerous high alpine hiking trails that dot the mountainside.

Steering clear of the crowds for most of our trip, we couldn't pass up the opportunity to visit the famous Neuschwanstein Castle, located on the outskirts of Füssen, the final stop on our Bavarian tour. Built by the reclusive Ludwig II but not completed until after his death in 1886, it was the inspiration for Disneyland's Magic Kingdom. It lived up to its billing of being a major attraction, judging by the number of tourists we encountered. We didn't linger any longer than needed, choosing instead to hit the road, putting some distance between the masses and ourselves.

After a week of brilliant sunshine, postcard-pretty alpine meadows and amazing roads, it was time to say good-bye to the mountains and head back to Stuttgart to drop off our little yellow car.

But one last item remained on my driving "To Do" list. With the Cayman pretty much broken in, and emboldened by a 997 Turbo Cabriolet that flashed by us, I decided to try the car at speed on the autobahn, reaching 220 km/hr before being impeded by traffic. I can report that the car felt very stable and that the brakes are excellent!

Back in Zuffenhausen, we drove the Cayman right up onto the steps of the Porsche Museum, something we'd witnessed when visiting the previous Sunday. Photos taken, we drove back to the exact spot that we picked the car up. A security guard called for a taxi and we used one of our Porsche-provided chits to get us to the airport.

Despite the buildup in my mind prior to departure, I can truly say that the entire tour exceeded expectations. From the Porsche Museum's 911 exhibition to the seamless European Delivery process to driving a brilliant sports car on some brilliant roads, this was definitely a "Bucket List" trip. If you find yourself pondering your own European Delivery adventure, I have three words for you: Just do it. And don't feel you need to wait for the 911's next big anniversary!

The Cayman parked in front of the Porsche Museum



THE PORSCHE-PHILE

Sorjo Ranta celebrates 55-year PCA membership

By John Adam, UCR Historian

ongratulations to our long-term members Sorjo and Aira Ranta. They joined PCA in 1958 while living in Ottawa. The next closest region at that time was Northeast Region in Massachusetts.

Over the years Sorjo has owned a 1958 356 Normal Coupe, a '59 356 Super Coupe and a '65 911 Coupe.

The 911 was the 27th one built (chassis #90027) and he purchased it at the 1964 Earlscourt Motor Show in London, England. He fondly remembered the first 30,000 miles on the odometer, as they were driven in Europe without speed limits.

On his return to Canada, he moved to Toronto and met casually with other Porsche owners such as Geoff McCord (UCR's first president) and Steve Megill, at the old Harmony Club on Sherbourne Street. When they decided to form a region within PCA, it was Sorjo who named our region Upper Canada because "it sounded appropriately snobbish".

Geoff McCord says, "Sorj was among the first 25 enthusiasts to sign the charter application for the UCR. Of course, 55 years is an important date. I would be surprised if there are any others who have had a membership as long. Sorj, (Sarg as we called him), was a wealth of information, particularly on the older cars. Quiet and hugely competent on these cars, I have great respect for his knowledge base."

"We met at the Harmony Club and decided to form the region and then continued to meet there for some time after the charter was granted."

"I had forgotten he had come up with the UCR name which I recall I immediately liked. He was always about to put his 911 back on the road. A car I always wanted to buy, but never got around to doing anything about it. He also had a 49(?) Hebmueller convertible and in fact may still have it."

"I last saw him at Mosport a few years ago, He came searching for me as I was racing my Speedster, and I was thrilled to speak with him after so many years. Sorj was one of those people you would instantly like and always be friends with."

"To me, he is the epitome of a true Porsche enthusiast."

Sorjo is retired from teaching mechanical engineering at Rverson. He and Aira live in Oshawa.

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 Stewart McKinney, stewmckinneyca@yahoo.ca



Drovinz

December 2013

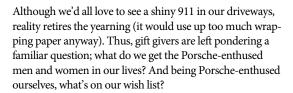
The Journal of Upper Canada Region

Porsche fashion-phile

What to give for Christmas

By Carrera Kurnik

s the holiday season peeks out at us from behind the drapery of bleak November, we begin to feel the onset of chronic gift-itis. (The swelling of our closets due to less than favorable holiday gifts.) Over the years, the polka dot ties, frumpy sweaters and plain white socks have piled up, accomplishing little in terms of esthetic appeal.



The following gift ideas re-invent the traditional and mundane holiday gifts into apparel that embodies the sleek and sharp style of Porsche.

Porsche Design has recently become an established player in the world of fashion. Creative Director Thomas Steinbruck is to credit for the "Minimalism and ergonomic high performance shapes," of the

brand that draws style virtuosos back time and time again.

Visiting the New Porsche Design store in Toronto recently, my eyes were drawn to the Women's Limited Edition "Puffer" Jacket (A). What better way to stay warm this winter than with this sleek Puffer. Made of 100% leather and real goose down (George Costanza just got a lot more stylish).

For women in the workplace, the structured black blazer has always

been a quintessential staple. This season, add leather sleeves for a perfect day-to-night look with the Women's Tec Leisure Blazer (B). The blazer comes in black and navy blue. Good things really do come in small packages (OK, I know you're thinking car keys again!!). For that special lady in your life, trying wrapping up the Sterling Silver stylized 'P'



B) Women's Tec Leisure Blazer \$1,390

earrings. The minimalist design fits in seamlessly with any outfit. Add the matching bracelet to complete the look.

Bring the spirit of the checkered flag wherever you go! The pure silk Pixel Array Scarf brings a feminine balance to the fast-paced automotive world. Comes in red, blue and black.



A) "Puffer" Jacket \$2,750

C & D) Men's Leather Bluson Jacket \$ 2,490; and Layer Flex Turtle Neck Sweater \$540



E) Martini Racing Long Sleeve T \$100



F) "Face" McQueen T-Shirt \$80

The leather jacket has played a vital role throughout Canadian fashion history, and today remains a must-have men's wear item. The Men's Leather Bluson Jacket (C) is made of 100 percent durable leather with a shiny finish giving it a sporty look, while still maintaining a high level of sophistication. Complete the look with the Layer Flex Turtle Neck

Sweater (D). When unwrapped, this turtle neck will produce no courtesy smiles or false thank-yous—quite the opposite, I'm sure.

The endurance racing aficionado in your life will feel right at home (or in the paddock) with the Martini Racing Long Sleeve T-Shirt (E). The crisp white 100% cotton T is accented with the classic blue and red Martini racing stripes.

Movie buff on your list? Look no further than the Steve McQueen Collection. My fav is the gorgeous Azure Blue T (F) with McQueen's 1970 908/2 on the left chest and Steve's "mug" on the back. Did you know that although McQueen never actually drove his 908 in the 1970 LeMans race (for his famous LeMans movie) he had earlier in the year driven it to victory at Sebring in the 3-litre class, with Peter Revson, finishing second overall to only Mario Andretti?

Two recent landmark occasions in Porsche history are commemorated with the release of special collections. One celebrates the 75th birthday of "Butzi" Porsche in December 2010. Check out the sports bag (G) in black and silver with a cool retro-looking logo on the end. Great for schlepping around gym wear, track gear or your favourite threads for a weekend getaway.

And finally for that beloved and endearing 'One Size Fits All' item, try to get your paws on the

Limited Edition 50 Years of 911 Mug (H) in black. In fact pick one up for yourself to top up with some java, or your favourite beverage, as you sit back and relax and enjoy this great holiday season.

And if your heart is really set on buying your loved one socks. Porsche has that covered too!!

Items A, B, C & D are available at: the Porsche Design Boutique – 77 Bloor St. W. (Many thanks to Sylvia Kim and the staff)

Items E, F, G & H are available online at: shop.porsche.com/usa or your local Porsche Dealer





G) Sports Bag \$92.40



H) 50 Years of 911 Mug \$30



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By Mike Bryan, UCR Vice President

or those of us who have driven along the QEW in Oakville over the last year or so and observed this new Porsche dealership gradually rising from the ground, the October UCR Monthly Social was the moment we had all been waiting for—to be there inside this sparkling, brand new structure as it came alive with people and Porsches. This was the culmination of more than two years work for the Policaro Automotive Family in securing the franchise and the location, and then building the largest Porsche facility in Canada. After more than 30 years growing their automotive dealership business in Brampton and Barrie, the Policaro family has combined its accumulated knowledge with its creative talent and that of Porsche AG to develop a truly state-of-the-art facility in Oakville.

No doubt with an eye to the sustained growth in demand for their vehicles and the expanding Porsche vehicle line-up, Porsche Cars Canada has been adding new locations across the country in recent years. The latest addition, Porsche Centre Oakville, has been developed to serve the western GTA, including Oakville, Burlington, Hamilton and surrounding communities. Porsche has set high standards for its dealer facilities and there is always a sense of being in a special place when one crosses the threshold. This

newest facility goes a step further and is far removed from the traditional car dealer image. First of all, at 55,000sqft, it is large by any dealership standards, let alone a niche brand such as Porsche. There is a spacious airy feel and one of clinical efficiency, too. To give you an idea of the size, the 250 members at our October Monthly Social were easily accommodated among the 22 gorgeous Porsches in the spacious new vehicle showroom.

The following week, the dealership hosted some 800 guests at the official opening, including Porsche AG Executive Board member, Bernhard Maier, who expressed his delight on the Canadian market's dynamic performance. Also present was Magnus Walker of the Urban Outlaw Shop in California,



where he has built an international reputation (partly thanks to UCR's own Tamir Moscovici who made a documentary about Magnus) for restoring vintage Porsches with limitless passion and zeal.

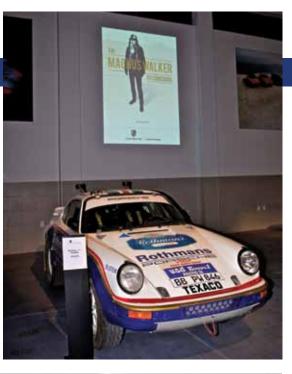
In addition to the new vehicle showroom, there is an indoor pre-owned display area for 20 vehicles, a service area with the latest diagnostic and web-based communication tools, and a dedicated area for Porsche Classic Service. Moving quickly from the past to the future, or perhaps the present, it was interesting to see so many plug-in stations, a reminder that hybrid vehicles are already an increasingly important feature of the Porsche landscape. Other interesting features include a huge video wall, a Porsche Kids' Play Area, the Carrera Café and a covered area from which test drives could be taken.

Since opening its doors in September, Porsche Centre Oakville is off to a great start. After all that planning, preparation and decision making on so many details, General Manager Francesco Policaro is delighted that his new dealership has hit the ground running. Francesco and his handpicked team of 46 customer-focused staff look forward to welcoming UCR members and providing them with the very best friendly and efficient service.

As Canadian sales of Porsche vehicles continue their upward path, it is good to see the growth in capacity that will help to meet the needs of current and future Porsche owners. We wish Porsche Centre Oakville every success and look forward to enjoying the kind of mutually beneficial relationship that we aim to foster with all Porsche dealers.



Delving a bit deeper, it is clear that here is more to this sparkling new dealership than meets the eye. It was constructed with efficiency in mind and was able to take advantage of the latest technology with features such as fully automated LED lighting, heating, ventilation, air conditioning and audio/video systems, as well as water-powered aqua-lifts in each service bay.





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"The bitterness of poor quality remains long after the sweetness of low price is forgotten." - Benjamin Franklin



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OBJECTS OF DESIRE



Emily AtkinsProvinz Editor

My first Porsche



Photo by Will Chiu

few years ago, pre-944s, I decided I wanted a Porsche 911. It was going to be an older one, ideally an RS style, or a wide-body 930 with a big tea-tray spoiler. These are the iconic cars that have always thrilled me.

My search proved frustrating. Predictably, the cars in my price range were all fatally flawed. Rusted out, cheese-filled or smoking, none had what it would take to be my car. I had become increasingly doubtful I would ever find the right ride.

Then one day a large, brown envelope arrived in my mail. It bore my father's return address. It was strangely lumpy, and when I opened it a shower of dirt poured out over me and the kitchen counter. What kind of joke was this? My dad is known for sending congratulations cards and notes to his adult kids for sometimes random jobs well done or races won, but I could think of no recent accomplishment (or misdeed?) that would have warranted a bag of dirt.

Peering into the envelope I spied a piece of paper and pulled it out. It simply said, "I know you've always wanted one of these. Love, Dad."

Carefully pouring the rest of the dirt onto a newspaper, I finally found the prize. It was an encrusted, rusted dinky toy. Its low, flat profile was barely recognizable as a car, let alone a Porsche. Unsure of what I had, I ran it under the kitchen tap. Dirt and sand ran freely down the drain, but the little object retained its mystery.

It took a couple hours over the next few days of soaking and scrubbing to reveal what Dad had sent. It WAS a Porsche—a Corgi Toys Porsche Carrera 6 (Type 906—a racing car), made in Gt Britain (according to the now clean underside). It even has the Porsche crest embossed on it. Traces of blue and white paint are all that remain of the original livery, but the Perspex canopy over the

cockpit is intact, and the driver, in his blue helmet, still sits rigidly waiting for the green flag to drop. Although the clear rear cover is missing, the engine compartment does open, flipping backwards to reveal the flat six nestled right behind the driver. Unfortunately, all four tires have long since disintegrated.

I wonder if my dad had any idea how much this little thing he found while digging in the garden would mean to me when he playfully dumped it and a shovelful of dirt into that envelope.

Every time I look at it on my kitchen display shelf I think of him and how he instilled a love of cars and driving in me from the youngest age. He taught me to drive, change a tire, check the oil and to always have a shovel in the trunk. Dad may not have been the biggest gear head, but he liked cars, loved driving and was always out in front of the trends. We had Peugeots, Volvos and Volkswagens before they were household names. He instilled the interest that turned me into the kid who could name every model of car on the road and ultimately into the adult car writer and racer I have become.

I still want that 911; never did find one that suited me. But I'll always have the 906. It is my first Porsche and it's the only one I will keep forever. Thank you, Dad.



TRACK



Dave Osborne UCR Track Chair



or those of you who like to search for a great deal on used vehicles, eBay has become the first choice for buying a used car. It's a pretty simple concept. You go on line, find the exact make, model, year and color of car you want and then bid on it until you own it. If the price is more than you want to spend, you just stop bidding and look for another one. While we become attached to the cars we love, until you own it, it's just another car. They made lots of them.

I've bought a few myself. There are currently three in my parking lot that came from eBay auctions. My Porsche track car, a Ford F-450 truck and my daily driver minivan came from such far ranging places as Richmond, Virginia and Sacramento, California. All started out as a bunch of pictures on a website. I do my due diligence by checking the VIN numbers through CarFax, asking for specific photos and talking directly to the owners. However, I'm still dependant on the vehicle not being misrepresented when I fork out the cash. So far the seven that I've bought have been exactly what the owners described. Importing them is easy so I've saved tens of thousands of dollars buying rust-free southern cars. The bidding is kind of fun too.

Then one day I decided to sell one. How hard can it be? I had an extra 928 with low mileage and a manual transmission. It's a fairly desirable car and I wanted to sell it before storage time. I didn't have any place to keep it this year and it wasn't plated, so moving it to storage was going to cost me some money. It was time for it to go to someone who would use it. That's when I entered the dark side of eBay (add scary music here), the seller's side. I'm not a sleazy used car

salesman, so I did everything right. I ran a CarFax on my own car and photographed everything, from paint blemishes to a little ding. I described the non-working sun roof and the fact that there has never been a belt on the A/C. I don't use it, so why would I fix it? I included all of it in a listing, added a very low reserve to get the ball rolling and started my first sales auction. That's when it started to go bad.

The bidding started right out of the gate. In hours the car went up a few thousand dollars, but I didn't pay too much attention, because until the bids get to the reserve price it doesn't matter anyway. It's easy to bid if you don't have to buy it. When it broke through the reserve is when things started to go south. Five days into a seven day auction I noticed that the high bidder didn't have any Feedback. Every time you buy something the seller gets to post their opinion of you as a buyer. The more positive Feedback you have shows that people's dealings with you have been good. Mine is 100 percent positive. That's pretty good since I only buy large stuff. It's easy to make 50 good purchases if you're just buying video games, but harder on big ticket items.

I sent a polite email to the bidder explaining that I would like them to contact me and verify their bid, since his bidding history showed 67 bids on all different brands of high-end cars. After 24 hours of not hearing from them, some Feedback popped up next to the name. It said 100% percent positive. I'm glad I decided to look at the comment because it said: "No contact, no payment, avoid at all costs". It's become so hard to warn others on eBay that experienced bidders have resorted to giving the bad guys positive Feedback just so they can leave a comment warning others. I immediately deleted the bid, but that sent my auction back down

to the Reserve price again. Since my auction wasn't complete and the fake guy didn't win, there is no way I can warn anyone else that he has made bids on 67 different car auctions and never fulfilled his obligations or bought anything.

After deciding not to cancel my auction, the bids started going back up again. After answering some of the dumbest questions on earth and being tied to my computer for six days, I figured I had better have a good look at the high bidder again. He was from Bahrain. Really, I kid you not. Someone who lives in the dry, warm Middle East is bidding on a car that has been through 25 winters. It would cost more than the car to ship it over there. I sent my 24 hour warning and once again cancelled the high bid. Unfortunately he had also made the first one above my Reserve so the price went right back to the Reserve again. Here it was, the seventh morning of my seven-day auction and I was back at the beginning again.

I almost gave up. I was going to cancel the auction listing that I had already paid for and push the car off a cliff. I was tired, frustrated and completely puzzled as to why anyone would bid on an auction they have no interest in. Is this a new hobby or something? There are many things I don't understand. I don't understand people who create havoc with computer viruses. Now you can add people who interfere with a stranger's business transactions to that list. I paid for a seven-day auction and it was starting over eight hours before it would end.

My strategy of placing a low Reserve to stimulate bidding was about to backfire in a big way.

While bidding gradually brought the price back up over the course of the day, and ended with a flurry of bids from qualified buyers, I still wouldn't recommend selling cars on eBay. As a seller, they already have your listing fees and there is no support or protection for sellers. Like most internet commerce, there is no one to call when it starts to go bad. My only experience on selling a car on eBay was a very stressful one. It made pushing the car off that cliff seem like a viable option.

Most of our advanced planning for the 2014 DE season is complete. We have the track dates secured, the annual Planning Meeting and pizza party is over, and the next budget has been presented. The Board of Directors has been chosen for the coming year and the Track Team is working together to bring you another outstanding season. All that's left is to thank you for all of your support last season and wish you and yours a wonderful, safe holiday season.

2014 DE Registration opens at Midnight on New Year's Eve, so don't kiss your date or sing Auld Lang Syne, get on the computer and sign up. The new dates and rates are listed in this edition of Provinz and on the UCR Website.

Peace, Dave



Because not everyone drives like you do.

Kurt Bergmanis, Member Ontario Trial Lawyers Association Member PCA UCR



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DECEMBER 2013

The Journal of Upper Canada Region

THE STEERING COLUMN



Emily Atkins Provinz Editor porschemily@rogers.com

That was fast!

t's a wrap. My first year as editor of Provinz has gone by in a blink, and it's been a great one.

UCR is a busy club, and it's been a ride keeping up with all the events and noteworthy happenings throughout the year. From Fun Runs to Socials, Drivers' Ed, Autocross and

Club Racing, the Concours and Parade, car shows, and the Open House, Rallies, Charity events and members' stories, I've counted on the contributions of so many other volunteers to ensure Provinz had the kind of colourful and comprehensive coverage that you all expect from your magazine. Thank you to each and every one of you for all you've done to help me make this a beautiful, readable and entertaining 'newsletter'. I look forward to continuing the tradition in 2014.

And, as always, the team is forever grateful for new contributors. At the risk of sounding like a broken record,

please do consider sending us your stories to share with the club!

To help round them up, I'm pleased to introduce our new Porsche-Philes editor, Stewart McKinney. Stewart will be looking for club members to profile over the next year, so if he calls or emails you, please work with him. It's an easy, painless way to help out! And if you have an idea for someone to profile, please get in touch with him at stewmckinneyca@yahoo.ca.

As we approach the darkest days of the year, let this thought keep you warm: No matter how cold, how dreary and dark it is now, you can always feel the love by reading Provinz back issues (online at pcaucr.org) or browsing the club's website, checking out the latest on our Facebook page (https://www.facebook.com/pcaucr.org) or following us on Twitter (@provinzeditor and @pcaucr). The communications team is working to keep you up to date over the winter months. And soon enough we'll all be back on the road again. Until then, stay warm, enjoy the holidays and Happy New Year!



PERIPHERAL VISION

ur President, Walter Murray, is our 31st and is serving his second term. He is directing a club that has distinguished itself many times. We have been recognized as PCA Region of the year twice; our membership growth has been outstanding and trophied seven times; our membership co-chairs Mark and Angie Herring were recognized for their singular effort when they received the Zone Representatives Award in 1992 and for their

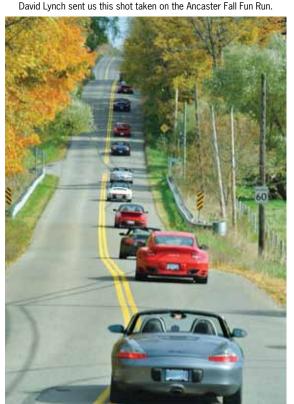


John Adam UCR Historian

outstanding 28 years service. Our newsletter has trophied several times, including 2012. Our website remains amongst the finest in PCA, and was also recognized in 2012. Our members have been recognized internationally, for example, Botho von Bose as PCA Enthusiast of the Year.

After 37 years of growth and success, we need to thank those who first had the idea to form a club. Geoff McCord was their leader. In 1976, perhaps it was just a band of enthusiasts who needed to learn how to fix their Porsches. Hans Pfaff was a proud supporter from the very start and the H.J. Pfaff dealership continues its support to this day. Mosport Porsche

t to this day. Mosport Porsche



Canadian Tire Motorsport Park, is still an important part of our Porsche Club activities and we are seeing continued improvement at the venue under the new ownership.

We started with 25 members and we had 190 at our 10th anniversary in 1986. Today, we are over 2,145 strong, with associate members taking us to 3,379. It took a while to really get rolling but baby, look at us now—the third largest Region in PCA! We are actually within reach of the mem-

Park came on the scene in 1976. Mosport, now called

Sometimes we find a way to give something to the community and sometimes we it get back in other ways. At the end of the day, it makes you feel good to belong to an organization like the Porsche Club.

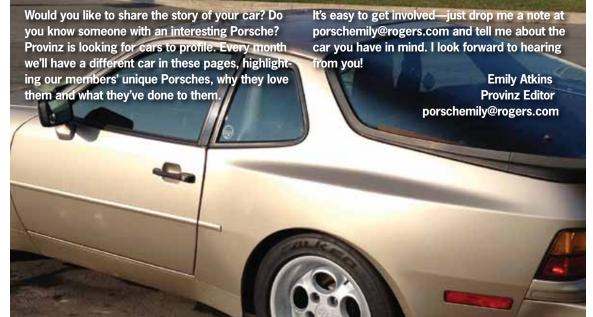
When you open the bubbly later this month, make a toast to the good times and happy memories made possible by the Porsche Club of America, Upper Canada Region Inc. In 2014, we look forward to continued good times with good friends in the Porsche Club.

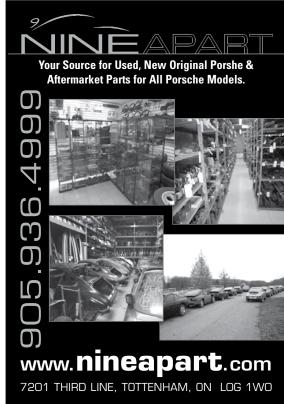
Merry Christmas and a Happy New Year

bership count of the two largest Regions.



GOT A GREAT RIDE? Share it with the club





Drovinz

December 2013

The Journal of Upper Canada Region

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