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





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JULY 2013

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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	_
23	Sat	Cayenne Fun Run: Sugar Shack Run	20	Suri	Autocross: Toronto Star, Vaughan
APRIL		Silasii Naii	AUGUST		
9	Tues	UCR Social	3	Sat	UCR Rally, Location TBD
13	Sat	Introductory Driving School,	13	Tues	UCR Social
	0.00	CTMP Training Facility	17	Sat	Introductory Driving School,
20	Sat	Open House: Launch into Spring, Markham Fairgrounds	17-18	Sat-Sun	Shannonville Driver's Education,
27	Sat	Introductory Driving School, CTMP Training Facility	25	Sun	Shannonville Autocross: Toronto Star, Vaughan
MAY			CEDTEMPED		
4	Sat	Fun Run: Muskoka Spring Run	SEPTEMBER		Targa Musikaka
11-12	Sat-Sun	Driver Education,	7-8 10	Sat-Sun Tues	Targa Muskoka UCR Social
1.4	_	"Swing into Spring", CTMP	14	Sat	Fun Run: Porsche of London,
14	Tues	UCR Social	14	Sal	London Run
19	Sun	Autocross: Toronto Star, Vaughan	15	Sun	UCR Concours, Moser's Grill, 4448 Guelph Line, Burlington, ON
25	Sat	Fun Run: Beaver Valley	20	Fri	Braidan Tire Charity Day, CTMP
26 JUNE	Sun	Fun Run: Kawartha	21-22	Sat-Sun	Driver Education, Fall Colours, CTMP
00112	0.1	5 5 5 4 (1 4	28	Sat	Fun Run: Muskoka Fall Run
1	Sat	Fun Run: Porsche of London, Simcoe County	OCTOBER		
7	Fri	Charity Event, Black & Red Run	OCTOBER		LIOD Cardal
		Group Training Day	8	Tues	UCR Social
8-9	Sat-Sun	Driver Education, Track Walk Event, CTMP	19-20	Sat-Sun	Driver Education, Oktoberfest, CTMP
11	Tues	UCR Social	26	Sat	Cayenne Fun Run: Porsche- Abilities Family Run
15	Sat	Fun Run: Bear Manor Niagara Escarpment Run	26	Sat	UCR Rally, Location TBD
15	Sat	Legends of the Autobahn, CTMP	NOVEMBER		
16	Sun	Yorkville Exotic Car Show			LIOD Cardal
28-29-30	Fri-Sat-Sun	UCR Club Race & Advanced Lapping, CTMP	12 23	Tues Sat	UCR Social Annual Banquet
JULY			DECEMBER		
9	Tues	UCR Social	10	Tues	UCR Social
12-13-14	Fri-Sat-Sun	Driver's Education, Can/Am with NNJR, CTMP			

PRESIDENT'S FORUM



Walter Murray UCR President

o my 911 was all prepared for its first outing at Mosport on the May 11, 12 weekend. It was also going to be our first Saturday event in providing a ride at lunch time to 10 young children with cancer. The original idea came from my very good friend David Forbes's conversation with Dr. Lorne Rotstein, one of the outstanding surgeons at Princess Margaret Hospital. Dave Osborne, our track chair, embraced the idea and Stephen Goodbody, chief instructor, Del Bruce, and others on the track team were set to make it a memorable event. And a memorable event it was, but unfortunately I got the flu and missed my first Mosport event since I joined the club five years ago.

By all accounts, the event was an outstanding success. One young girl said she would have to take her leg off to get in the car. And she did and had a great time. One young lad asked "will we be going faster than my mother's minivan?" Another said, "This is awesome—it's the only time people have not been putting needles in me."

The courage and strength these young people have is amazing, and I want to thank all from our Club who made this such an incredible event. As Stephen Goodbody said, "We provide so little yet receive so much from these events".

We also have our 'Driven to Smile' event, where many children and adults with special needs were given a ride around Mosport on June 7. Having assisted in this last year, let me tell you it is also a heart-rending experience. Our thanks go out to Jill Clements-Baartman, our coordinator, and her team and the Track Team for the hours they put in to make this special event happen.

June will also see the Porsche Parade occur on June 23-26 in Traverse City, Michigan. It is the major event of the year for Porsche Club of America and the 136 Clubs in our universe. At last count, there are around 800 people attending and, while this will be my first ever Parade, we have the most members attending from a region. I look forward to meeting all our fellow members. Our region will be receiving the Award for the greatest absolute growth in 2012. I will report in my next Forum as to the Parade experience.

Fun Runs are in full swing and our thanks go out to Peter Oakes and Clive Van Wert for the first ever Kawartha run, which was a great success. Then Beaver Valley, capably organized by experienced members Hazel De Burgh and Dwight Dyson. And of course in my backyard, the Muskoka Fun Run was beautifully handled by our Fun Run Chair, David Forbes. So take a look at the schedule and come and try one. They are not called Fun Runs by accident.

On the Autocross pad, Mario Marrello is off to the start of another great season. Mario has been the voice of Autocross for many years and we appreciate his dedication and skill in running them.

One last note on Targa Muskoka 2013. We are down to the last couple of spots and then we will be **sold out**. So grab one now.

Until next month, drive safely.

Walter Murray



Welcome! **NEW MEMBERS**

Salina F. ChagparToronto12-911 GT3Downtown PorscheNelson ChanRichmond Hill10-911 GT3Peter & Mark CifuentesPeter & Mark CifuentesToronto88-944Heather ClaytonKitchener13-CayennePorsche of LondonDavid CoxOakville13-Boxster SDowntown PorscheGary CurilLondon13-CayennePorsche of LondonPatricia DaykinNiagara on the Lake13-CayenneDowntown PorscheMonique DionneKettleby08-BoxsterBrian Van AremTom DolanToronto09-CaymanTri-in NortheastChrista Eckert & Ed MaelitzSeaforth75-911Fedor EfremovNorth York13-Cayenne SDowntown PorscheSean EisenbaumNorth York13-CayenneDowntown PorscheJustin EllsPickering05-911Jehangir EngineerMississauga13-PanameraPorsche of LondonPhilippe FortinRosemere86-944TTri-in RennsportMichel GendronNewmarket08-911C4SChris BullenRoy GomezBrampton13-BoxsterChris BullenVadim GracieMississauga13-CayenneDowntown PorscheJaniel Groen & Jennifer BokorToronto13-911C2SDowntown PorscheIadi HalahelToronto13-911C2SDowntown PorscheJohn HardyScarborough13-CayenneDowntown PorschePaul HeneyMississauga02-911Martis RacingVireak HinhNorth York91-944S				
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·	Bob Lockwood	Kincardine	09-Boxster	Downtown Porsche
Conor McCourt Toronto 13-911C4S Downtown Porsche	Bruce MacLaren	Toronto		Downtown Porsche
	Conor McCourt	Toronto	13-911C4S	Downtown Porsche

Name	Location	Model	Thanks To
Corey McIntyre	Lindsay	86-944	
Salvatore Monaco	Downsview	12-Boxster	Porsche of London
Chris Montgomery	Whitby	06-911S	
Patrick Moriarty	Guelph	13-Boxster	Porsche of London
Kris Noakes	Mississauga	06-911	
Colin Osborne	Burlington	13-Cayenne	Downtown Porsche
David & Tara Pollard	Oakville	04-911	Porsche of London
David Pullan & Terri King	Stoney Creek	03-911	
Honquin Qu	Richmond Hill	13-Cayenne	Downtown Porsche
Alex Quazi	Toronto	13-Cayenne	Downtown Porsche
Barry Quinn	Toronto	12-Cayman R	
Jeffrey Richmond	London	10-911T	
Dave & Roberta Riddell	Brockville	09-911C4S	
Paul Robinson	Windsor	13-911	Porsche of London
Vito Roti	Toronto	13-911	Downtown Porsche
Earl Rumm	Markham	13-911C4S	Downtown Porsche
John Serediuk	Burlington	13-Boxster	Downtown Porsche
Steve Sharples	Limehouse	13-911	Downtown Porsche
Pierre Simard	L'Orignal	09-Boxster S	
Christopher Siou	Markham	10-911 GT3	
Ioana Stefanescu	Scarborough	11-Cayenne S	Downtown Porsche
Gregory Stewart	Sarnia	13-911	Porsche of London
Fariborz Teymourtash & Zahra Baghari	Toronto	08-911C4S	
John Van Kralingen	Mississauga	03-Boxster	
Nico & Christa Van Rensburg	Fonthill	01-Boxster S	
Michael Welker	Toronto	88-911	
Daniele Wiseman	London	13-Boxster	Porsche of London
Patrick Wong	Oakville	13-Cayenne	Downtown Porsche

Congrats! ANNIVERSARIES

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

30 **YEARS**

Nelson Iturriaga William Wilcox

YEARS

Scott Brown

15 **YEARS**

Stephen Bates **Brooke Beesley** Brian Borison John Cupp Paul Sinel

YEARS Giulia Delannoy

Brian & Donna Duncombe Jean-Luc Hebert Eric Hui

Jimmy Mathews Shaun McKaigue

5 **YEARS**

Jill Azis Joseph Dren & Tom Bermarija Mark Gardiner & Dawn Watson Delia Hummel

Elizabeth Ivory Kelly Kay Carl Kuhnke

Ken Nguyen & Mey Tan Mick Oliveira

John Ostler Craig Paszt

Richard & Kathy Shepard

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

2013 rallies: coming soon

By Sajjad Butt, UCR Rally Master



Rally Master Sajjad Butt explains

y now you must have spruced up your lovely Porsche and it's time to take it out on the road. What better way to enjoy the country side and challenge your navigational skills than to enter a UCR Porsche Rally. We have two one-day rallies planned on Saturday, August 3, 2013 and Saturday, October 26, 2013.

Rally days start with registration at 8:30am—with coffee and donuts and time to meet

your fellow competitors and learn the tasks for the day. The route is usually planned for a three- to four-hour drive with a wonderful mix of straight and twisty roads. After the rally, participants meet at a restaurant for lunch and a prize ceremony. There is ample time to share stories, meet fellow Porsche enthusiasts and relax.

See you out on the roads and look forward to meeting you this summer.

For information and registration contact Rally Master Sajjad Butt at sadia.butt@utoronto.ca.



Can't do it without an expert rally crew—Sajjad's family.



Participants check in with the Rally Master.



THE WAY WE WERE...

35 Years Ago

The Porsche-Corvette Challenge was planned for Shannonville for two full days of autocross. The Four Seasons Hotel room rate was \$32. The \$40 entry fee included Saturday night dinner. A Concours d'Elegance was planned for Boyd Conservation area.

25 Years Ago

A car fire was the story of the day. Major damage was prevented because our member had an extinguisher, suitably mounted and readily available. The Porsche Indy car was at Downtown Fine Cars. Membership was up to 400, having grown by 100 in the past year. Uli Furtmair joined, as did Dagmar Pegg. Our Shannon-ville DE day had a limit of 40 drivers. Registration was \$55. A Sunday picnic was planned for Mississauga. H.J. Pfaff hosted the Concours d'Elegance. Parade was held at Pike's Peak, Colorado. Bruce Farrow had a huge list of parts for sale.

20 Years Ago

Parade was in Cincinnati. That was the year UCR members cross-dressed on Thursday night when we went to the drag races. Easily confused, we thought the event was Thursday night in drag. In a letter to the editor, **Diane Solaroli** suggested that we award "Porsche Club Family of the Year". A great idea, then and now. DE was up to \$175 for the Mosport weekend. Our Cowabunga Weekend offered two tracks, Mosport on Saturday and Sunday, followed by Monday at Shannonville.

15 Years Ago

DE weekend was up to \$210. Parade was in Steamboat Springs, CO. **Tom Brown** and **Ben Ciantar** were running Porsche training seminars for members. Our Spring Blossom Tour was a big hit. **Helmut Brosz**, let's do it again!

10 Years Ago

SARS was in the news. Every DE weekend had a tire company sponsor. Cayenne was new. We had a new DE handbook. Autocross was being promoted as a new UCR program by **Mario Marrello**.

Contributed by John Adam, UCR Historian



Porsche of London

Porsche of London is one of Canada's newest Porsche dealers. Thanks to our loyal customers; we have been ranked #1 in customer satisfaction since our opening. Porsche of London is proud to offer our clients quality new and certified pre-owned Porsche product as well as off brand vehicles. Why wait to drive your dream car? Contact Porsche of London today.



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The Journal of Upper Canada Region



Isabel Starck
UCR Socials Chair

SOCIAL EVENTS

e look forward to seeing you at the next social and please remember to RSVP seven days in advance if you are going to attend. It will help with planning, and make our events more successful. Socials are held on the second Tuesday of each month. Venues vary and will be updated on this page and on the UCR website. Meet and greet fellow members starting at 6:30pm. Dinner is scheduled to begin between 7:00 and 7:30pm, followed by the guest speaker.

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

Upcoming Events

July 9, 2013

Downtown Fine Cars (DFC) Porsche hosts this annual summer social. Join the fun and mingle with your fellow club members while enjoying German sausages from the BBQ. Parking available on the lot just south of the dealership. Downtown Porsche, 68 Parliament Street, Toronto, ON M5A 0B2, www.dfcporsche.com, 416-603-9988

August 13, 2013 TBD

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 TBD.

WINNING TAKES DISCIPLINE

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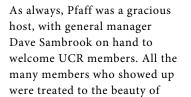


JUNE SOCIAL

Pfaff Porsche shares its hospitality

By Jeffrey Wagman, UCR member

he weather gods parted the skies for us on this glorious evening. Competing with the sunshine was the gleam of all types of Porsche cars, both old and new. It's really something to see an older Porsche in pristine condition next to a brand new one just delivered from the factory. The subtle differences and similarities from one model to the next are amazing to see first-hand.





Walter and Steve Revoy recount the June 7th charity day event





were treated to the beauty of the cars and the hospitality of the dealership. President Walter Murray and UCR event organizer, Steve Revoy spoke about the last DE event and the charity day at CTMP (Mosport). At the June 7th charity day over 500 rides were given to participants both young and old.

The social included a draw for some awesome prizes and many walked away with great stuff. One lucky member won a Pfaff day at the track! Dave even exchanged a prize for one member who had her eye on something that had already been given away.

All in all, it was a great evening with lots of great people... oh yes, and cars too.









Photos courtesy of Pfaff Porsche

Drovinz

July 2013

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faff Porsche

TECH SESSION Porsche technics

Porsche technical information sources

By George O'Neill, PCA UCR Tech Editor

George O'Neill

f your Porsche is still under warranty, this article may be of little value to you. But for the rest of us, those who are seemingly too frequently looking for an economical fix to some minor annoyance caused by something not working just right in our vehicles, you may wish to read on.

Why? Well, as our vehicles age, our willingness to pay shop rates for labour diminishes, especially for those of us who do not mind getting our hands dirty and believe (sometimes wrongly) we can fix the annoyance ourselves. I find the current value of my vehicle and the money I am willing to spend on shop repairs move in tandem, that is, both downward. If I can do the work myself, I reason I will not only satisfy my hobbyist desire to repair something, but I may also save a few bucks.

You are most likely already familiar with the following sequence of events: a problem occurs in your vehicle, often just a minor thing such as a turn signal not working or a power seat not moving. Then research occurs to try to determine the source of the problem. Now that you think you know the magnitude of the problem and the repairs needed, a decision has to be made to effect the repair yourself or take the car to the shop. If doing the repair yourself order the parts (remember some Porsche dealers give PCA club members 10 percent off the list price for over-the-counter parts—don't forget to ask), print the instructions and notes acquired from your search or bring your iPad type device to the car with the instructions loaded to refer to. Make the repair, test and hopefully everything is resolved. If not resolved, go back to the first step, start over and try again, or go directly to your repair shop.

I have been down this path many times with my 996 and 928, as there almost always seems to be something just not right, and given the type of cars we drive reflecting the personalities of us owners—Type A, perfectionists, strivers for excellence—we want everything to work properly, so we must have the repair made.

So where do you turn to get information about what might be

causing the problem, and what are the repair steps, including the list of parts needed? Let's explore some sources. The first source of information is, of course, your Porsche dealer or favorite repair shop. These specialists should be able to take care of the problem for you, easily. Explain the problem, they fix the problem and you pay and enjoy the car. But as discussed above, for those of us with older cars, or perhaps we just enjoy working on our cars ourselves, this is not the preferred approach.

Second is to go to the Internet and search sites containing information about the specific car you have. I find Rennlist.com and Renntech.org the best sites for this sort of information. They have forums for just about every model Porsche built, with thousands of owners providing their opinions, advice and experience. You first register for free to get an account providing access to the entire site, search for your topic to see if someone has already experienced that problem and may have addressed it. Sometimes you will be lucky, and the procedures will be posted by someone who was willing to share the solution. This is really the power of these sites, the more you share the more you get.

But more likely, you will need to search through the site, as the solution will be posted in pieces, not by some master plan, but just because others may not have had the exact problem or were not able to describe the nature of the fix in sufficient enough detail that someone else can fully follow their instructions. If, after searching (and this may take a few hours to be thorough), you do not find your solution, feel free to post a new question (called a thread) to seek input. Just a word of caution on posting: be specific, not too verbose, but be detail-oriented. For example do not say, "I have a Boxster and it makes a funny sound when it starts." Instead, list the year and exact model, any changes you may have made to the car, like aftermarket exhaust, and describe the problem in detail. The easier it is for someone to understand what you are experiencing the more likely you are to get assistance. One other note of caution, beware that some people who post on-line do not have that much experience working around

cars, and even though they freely share their opinions that seem logical, the information they provide may be just wrong, not complete or may not apply to your situation. I have not found people intentionally mislead others on these sites, it is just that they may not have had the exact same problem as you, or they may not have adequate experience to provide an accurate diagnosis.

Third, you can subscribe to sites that provide service procedures for all types of vehicles including Porsches. AllData.com is one such site, known to be a leader in this area since many repair shops use their information. The annual subscription fee of about \$30 is well worth the price even if you do only one repair on your car.

Fourth, you can obtain repair manuals provided by various publishers. Search Amazon.com for your particular car. Bentley Publishers specialize in automotive books and they recently released their 996 service manual to complement their 986 manual. These books cost in the order of \$150 new, so they are not cheap, but they can save you some money in the long run if you use them enough.

A note of caution though, is that books of these types cannot contain every possible fix for a vehicle since they contain just the most common problems an owner may experience. More complex procedures like engine re-building, for example, are often left out, which I think is better left to the pros anyway.

Fifth, a website with the address www.2010.cannell.co.uk has sections of some Porsche repair manuals. I am not sure how they can actually publish these since it seems to have been done without Porsche's permission, but the site has been active for several years and does contain information for 944, 928, 996, 987 and other cars.

Sixth are the factory repair manual sets. These are very costly and out of reach for most hobbyists, due to their high price (typically \$400 to over \$1,000). Search ebay.com if you are interested in getting these as often NOS (new-old-stock) manuals are offered for sale.

Seventh, ask fellow PCA-UCR members at events and socials about solutions to the problem your car may have. Publish a question on the club's website to seek assistance on a particular topic. Suggest a topic for this column, or even better, research the topic and submit your article for us to publish!

There are plenty of sources to help you gather information about your car in order to help you make repairs you feel qualified to perform. But, if you are just not confident, or have made a repair that did not work out properly, or you just do not want the headache of going it alone, contact one of the shops who advertise in our club magazine Provinz for assistance.

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



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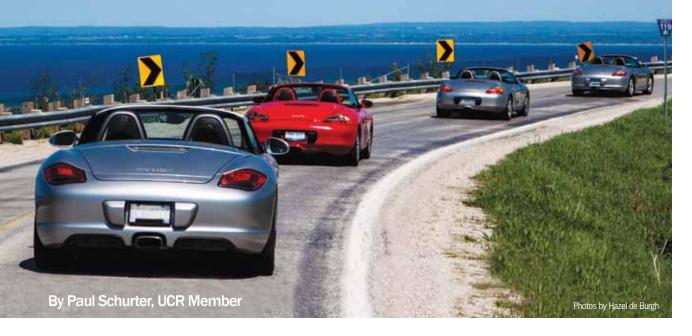
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12 Drovinz

The Journal of Upper Canada Region

A game of 30 questions

Beaver Valley Fun Run had the answers



id you know there is a postal code for the entire earth? Neither did I, until today. This and other mysteries are waiting to be discovered by you. All you have to do is sign up for a PCA UCR Fun Run! But let me start at the beginning.

Sixteen cars arrived on schedule in Shelburne on May 25th, for check-in, coffee, route directions, drivers instructions, and to receive one of Hazel de Burgh's

infamous quiz books. What's a mere 30 questions? Well, her quizzes make a Rubik's cube seem like child's play. There would certainly be no navigators nodding off on this run—they had to be sharp to have any hope of answering the quiz questions.

Our first leg took us on a scenic (more windmills than you can count) and twisty hour in the countryside enroute to Creemore, where we had time for a quick stroll through their outdoor market and to meet some fellow PCA members.

Our next leg was a short run to our lunch stop in Singhampton. Lunch was at Haisai,

a unique restaurant and bakery operated by highly acclaimed chef Michael Stadtlander. The meal truly stimulated our taste buds. This restaurant could also be called "101 Things To Do With An Empty Wine Bottle". Just take a close look around the interior of this place and prepare to be amazed.

After lunch, we continued on our merry way, with vistas of Georgian Bay and a run along the appro-



priately named Pretty River Road. Then a 15-minute stop in Clarksburg, where we had a short break to stroll through some of the many galleries along the main street, and to try and discover the answers to some more of the fiendish quiz questions.

Although the sun was shining brightly all day, the thermometer struggled to break 10C. But that didn't stop the hardiest PCA members from lowering their roofs to work on their sun tans.

Our final destination was Blue Mountain village, where we congregated at Copper Blues Bar & Grill to tally our quiz scores and enjoy some refreshments.

This day was another example of the PCA slogan, "It's not just about the cars, it's about the people." Kudos to our organizers—Dwight Dyson and Hazel de Burgh, for a terrific route, entertaining quiz questions, and some very nice prizes. Chalk up another great day spent in our P-cars, thanks to them. And a warm welcome goes to newbies Dan and Jenn. Dan joined PCA only eight days before this Fun Run. Needless to say, it was his first, but certainly won't be his last.

Oh, and what is the earth's postal code, you ask? Well, it's ZZ9 PZ Alpha. Honest. Just ask Tomiko the next time you see her in her red Boxster.







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The Journal of Upper Canada Region



🕨 unday May 26 was a great driving day, with sunny, dry roads and a temperature of 16°C. What a great day for a cruise through the Kawartha Lake area. Participants, first time and seasoned Fun Runners, met and chatted at the ride-sharing lot on the east side of Peterborough.

Starting from there the 16 Porsches in the Run snaked through the city, skirted Lakefield and, after a coffee break, sprinted to Apsley along Highway 28. We then followed several county roads to Upper Stoney Lake, and then along the lake to lunch at Viamede Lodge on Lower Stony Lake.

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These roads are wonderful for drivers, with undulating terrain and many curves. Just great! There were many opportunities to use our driving skills. Before lunch we stopped at Jack Miller's body and mechanical shop to see his restoration work on older Porsches and other German vehicles.

After a leisurely lunch, overlooking Stony Lake, the afternoon was a drive back around the lake, through Lakefield and Bridge North, and down into Peterborough. There were probably more urban roads than the group liked, however, it offered an opportunity for passers-by to get a look at a great line of Porsches. The adventure ended at the Canadian Canoe Museum with a tour and some wine and cheese. Everyone had a good time and are ready for another Fun Run!





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or several years now the Escape has been one of the most sought-after and exciting events on the PCA calendar. Consisting primarily of tours and social events, this non-competitive weekend is the perfect, relaxing PCA holiday. Held each year in a different area of the US, this weekend is rich with regional flavor and draws participants who enjoy a long weekend spending time with their Porsche cars, Porsche friends and participating in Porsche activities.

"Escape to Los Angeles" is the theme for 2013, and the Escape is headquartered at the elegant Sheraton Fairplex in Pomona, CA (just outside LA). The dates are October 24-26, but you are encouraged to come early and stay late. There's a lot to do!

From Pomona we will radiate out on a wide variety of activities. You will be among 500-600 other Porschephiles, seeing the best that Southern California has to offer.

The 2013 Escape team has been busy finalizing the various tour routes throughout Southern California. The Escape will offer tours of varying lengths and activities to satisfy the interests of every attendee. From a leisurely drive of the San Gabriel Valley highlighting local architecture, the Huntington gardens, or the Los Angeles Arboretum, to-for the drivers amongst us-exciting mountain tours such as the Angeles Crest Highway, Highway 18 to Big Bear Lake, or to Mount Baldy along Glendora Canyon Road. Another option is an all day trip to Joshua Tree National Park with a stop in Palm Springs for dinner. There are even special tours planned of several unique museums such as the Nethercutt and Mullin automotive museums,

as well as a few intimate tours of the Jet Propulsion Laboratory (a NASA nerve centre for space exploration), and Space X (a private space exploration company).

The Escape has two official dinners planned, starting on Thursday night, with the opening Car Show and Drive-in Movie banquet. Remember your high school years of polishing up the car to show off to your friends, cruising to the hamburger stand and seeing the latest movie at the drive-in? While watching a classic movie (or socializing if you prefer), Escape attendees will enjoy Kobe sliders, tacos, fries, margaritas, sodas, and milk shakes. The car show will also include the ever popular "People's Choice" awards.

On Saturday night, the closing banquet starts with a reception at the NHRA Museum. This museum, housed in a beautifully restored 28,500-square-foot art deco 1939 WPA building, is home to the very essence of American Motorsports. More than 80



vehicles are displayed: everything from Ed Iskenderian's 1925 T roadster to Mickey Thompson's Challenger I, the first American car to go 400mph. Hors d'oeuvres will be served during the reception. Afterwards, and just a short stroll away, the Gala dinner will be held in the newly constructed Sheraton Fairplex Convention Center. PCA will have exclusive use of the entire facility.

Dinner will be three courses, specially prepared for the Escape. A no-host bar will be available throughout the night, as well as special guest speakers, exhibits, and of course some great door prizes. All this and more will be part of the Saturday night Gala Dinner.

There are numerous museums in the area such as the Huntington Library, Tournament of Roses House (Wrigley Mansion), Tournament of Roses Float Barns, the 1908 Greene & Greene Gamble House, the Mullin Automotive Museum, the Nethercutt Collection, the Norton Simon art museum and the LA County Arboretum.

The Escape will feature two historic architectural tours, one based around the Pasadena/San Marino area, and the other showcasing the La Verne, Claremont and Pomona area (including the old Kellogg's Ranch, now California Polytechnic College). We have assembled 30 to 35 sites in the greater Pasadena, South Pasadena and San Marino areas for a self-guided tour designed for you to spend as much or as little time as you'd like enjoying these wonders of a bygone era.

Turning our attention back to cars, I think you will enjoy the Nethercutt Collection, which houses several hundred exquisite old cars in an early 20th Century automobile salon setting (lots of marble). This array of Concours winning cars (Pebble Beach, Amelia Island, Palos Verdes, Dana Point and other prestigious events) will make your head spin. It is certainly one of the best car collections in the country.

One of the more renowned museums in the San Gabriel Valley is the Huntington Library, Art Collection and Botanical Gardens. Arrangements have been made for a private tour of the grounds and museums accompanied by morning tea.

For you drivers, you'll definitely see the twisties, catch some incredible vistas, have some great food and see some of Southern California's rural beauty. You'll get a little appreciation of what living in LA means being able to visit the ocean, snow, desert, mountains and forests in an hour or less-traffic permitting.

If you are fortunate enough to drive a Cayenne to the Escape, we have a tour just for you. Our tour is designed for the novice off-road driver, as we help you learn off-roading and build your confidence. Technically, this is an "off paved road" tour; it is not truly "off road".

As you can see, you have plenty to look forward to in Escape 2013. Registration opens soon, so mark your calendars and keep your eye on our website and PCA's eBrake News for more information: http://escape2013.pca.org





JULY 2013



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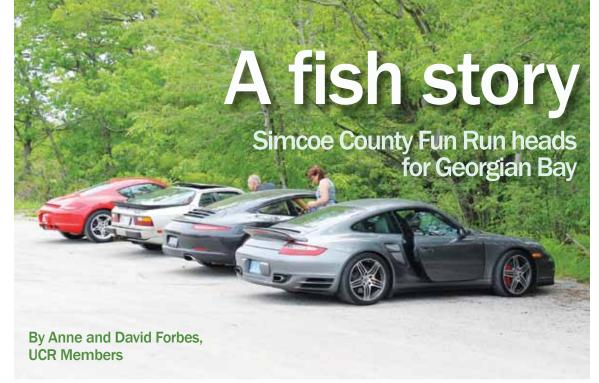
Member photo of the month

UCR member Dan Sharp took this shot of his seven-month old grand-daughter, Olivia, at the wheel of his 2006 911 C4S Cabriolet.



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





he Simcoe County Fun Run was hosted by Chris and Chantelle Leavens. A wonderful reception was held at their Orillia Volkswagen dealership. This was actually Chris' second time hosting a Fun Run, and the buffet breakfast was simply outstanding. Chris and Chantelle topped it off with presenting each participant with a gift bag from his dealership.

Our first stop at the Big Chute Marine Railway was very interesting, and many of our participants had never seen the dry locks in action. Ap-

parently the system was designed to keep the eels out of the lakes, and having the opportunity to see a large vessel transported out of one water body to another with such ease was amazing.

Our driving time was approximately 2.5 hours, as we enjoyed the beautiful vistas along the shores and waterways of Georgian Bay, with our final stop at the Wye Heritage Marina, where we had the best fish and chips

ever! Henry's South Fish Restaurant is a famous little spot right on a beautiful bay, and many of us were glad to discover it. We plan on making that trip again.

Chris, I am sure, will outdo himself again when he hosts the Fall





Fun Run from his London Porsche dealership. He has certainly set the bar high. He and Chantelle are just the couple to make that happen.

A big thank you to Chris and Chantelle for all their efforts in making PCA-UCR bigger and better.







THE ANNUAL UCR

and lots of Trophies!

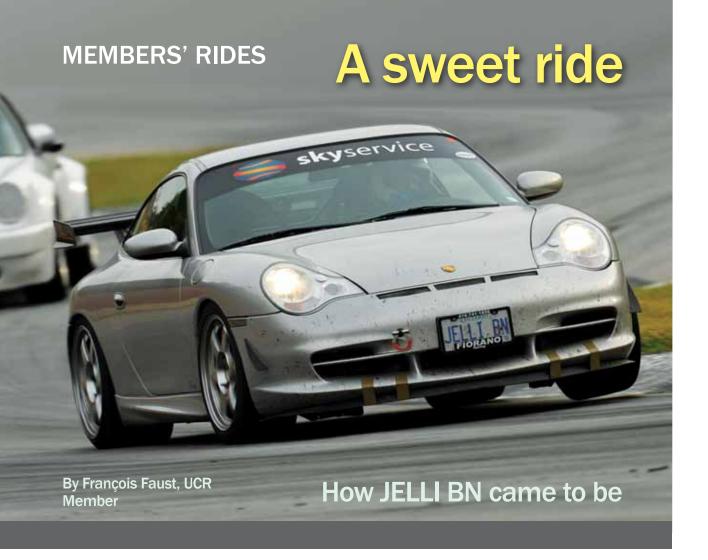
SAVE THE DATE: SUNDAY, SEPTEMBER 15TH

at a great new location: Moser's Grill on Guelph Line in Burlington, on beautiful grounds with the scenic backdrop of the Niagara Escarpment.





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his was going up the esses at Road Atlanta, on one of the last days of the 2012 season. The car is filthy and the splitter is held on with duct tape.

Following the September UCR DE at Mosport, I did not even unload the car from the trailer. I left Toronto first thing the following Tuesday morning heading for two days at VIR and another two at Road Atlanta. Needless to say, on my return, the car was nicely covered with a coat of bugs and rubber.

The car is a 2005 996 GT3 that has been substantially upgraded with Porsche cup car parts (suspension, gear box, etc.). I've owned the car for two years, and have used it on the track quite a bit during that time.

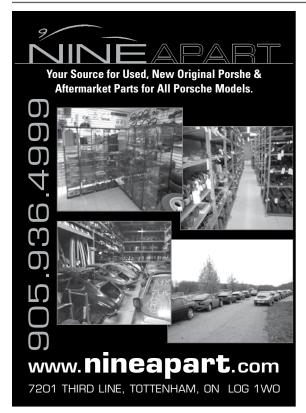
[Editor's note: François uses his car on the track "quite a bit" still, and in fact emailed me just before press time looking for some mysterious "boxes of stuff" (parts) that might have included some missing gears he needed to repair a broken transmission before another road trip. Last report was the boxes were a disappointment, but the correct parts were on order and should have been in place on time.]

Now, about the "JELLI BN" plate. My previous car was a Speed Yellow 997 Carrera S, and my then three-year-old grand-daughter used to call it "grand-pa's jelly bean car", so I got the license plate to match.



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- Sunday November 3rd, 2013, location to be announced.

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Participants:

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To register go directly to the BMW Club Trillium Chapter Website: www.soBMW.ca.

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



tats Canada reports that motor vehicle accidents are the leading cause of

death among 15-25 year olds; more

They account for over 70 percent of accidental

The Upper Canada Region of PCA has teamed up with the Trillium Chapter of the BMW Club of

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the BMWCCA Foundation and Tire Rack.

than drugs and violent crimes combined.

deaths each year in that age group.

Tire Rack Street Survival goes beyond traditional driver education programs; the primary emphasis of the program is a "hands-on" driving experience in real-world situations. Students use their own cars to learn their handling limits and how to control them. 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?

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provinz



By Emily Atkins, Provinz Editor

hat are the top five reasons to get to know your Porsche dealer? 911, Cayman, Boxster, Panamera and Cayenne. Show enough interest and you may get invited to the greatest show on track.

All five were on the track or in the woods at Canadian Tire Motorsport Park (Mosport) for the Porsche World Road Show (PWRS) media day on May 31, and so was Provinz. Our photo editor, Eshel Zweig and I were lucky to get a couple of the 50 or so spots for the day-long exposure

Porsche Canada president and CEO Joe Lawrence

introduces the day and the team of instructors.

to all the cars available in the current Canadian Porsche lineup.

The Porsche World Roadshow is designed to give prospective Porsche buyers (or owners looking to upgrade) a chance to intensively drive the cars the way they were meant to be-fast and with intent. Each of Canada's 14 Porsche dealers gets a chance to invite its customers to a day at the track. Porsche Cars Canada has been hosting the event every two years, since 2009. The first PWRS in Canada was held at Mosport, and again two



A quick refresher on proper seating position from



instructor Kees Nierop.

years later at Calabogie. It was back to Mosport this year, taking full advantage of the new conference facility and track improve-

The day was divided into six segments, not including the three delicious meals provided. The Cayennes were put through their paces on the off-road course that runs through the woods and alongside the GP track back straight. On track, two groups took turns running brisk laps. The Cayennes

...continued on page 31



A driver cuts it a little fine in the 911 Turbo S launch control exercise. The task was to launch, then brake hard toward a flagger who directed you right or left into a stop box. This car goes through a set of tires a day at the Roadshow.



Proof that Cayennes were on the track. Your editor hard at work in the GTS.



No, this car is not stuck or about to do an endo. The Cayennes proved their mettle as off-road vehicles at the challenging CTMP test track.



Where's the fire hydrant?



Instruction on the finer points of slalom from instructor Kees Nierop.



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...continued from page 29

and Panameras kept company, while the 911s and Caymans made up another group. On the lower paddock a solitary Boxster S turned laps on the tight and timed slalom course, providing a competitive element to the day. In a second paddock zone a 911 Turbo S showed off its epic acceleration and braking in a launch, brake and avoid exercise. The finale was a hot lap in a randomly selected vehicle with an instructor at the wheel. Coming through turn nine sideways in the 911 Turbo S was definitely the day's climax.



The smile on photographer Eshel Zweig's face as we round corner five leaves no doubt that the 991 really is a proper Porsche.



Hard work pays off. *Provinz* editor does PCA-UCR proud and takes home third place in the slalom competition.



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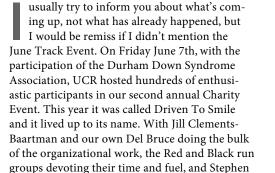
The Journal of Upper Canada Region

Tuttooncoloupio

TRACK



Dave Osborne UCR Track Chair



Training Day, the event was a staggering success. Anyone who witnessed how smoothly this event operated would have no idea the amount of energy and effort these volunteers expend to make it look easy. We all owe them a huge debt of gratitude. They make us proud.

Saturday we once again hosted nearly a dozen

Goodbody squeezing in an afternoon Instructor

Saturday we once again hosted nearly a dozen kids who have, or have suffered through cancer, as well as their parents and care givers. David Forbes always manages to provide them with a spirit lifting event that focuses on taking a break from their health problems and having some fun. Once again, our instructors volunteered their time and effort to fully support this great program. In David's absence, Walter Murray looked after the families who had a wonderful and exciting time sharing the track with us.

The day was capped off with our annual Track Walk. Co-Chief Instructor Ian John walked a horde of enthusiastic trackies around the Mosport (CTMP) GP track so they could see firsthand the improvements and challenges of our home circuit. Seeing and feeling the surface rather than

flying over it in a car is one of the best ways to understand the handling dynamics on any track. Having Ian share his insight at all the crucial points is truly enlightening. Anyone who got lost just followed me in the beverage van. Some people are probably still out there.

Needless to say, our DE component of the weekend was a great opportunity to experience the new track, without the snow of May. The participation of 150 drivers speaks to its success.

Next up is the July three-day weekend with NNJR. This will be NNJR's first event at Mosport (CTMP) since the upgrades of last winter and I'm sure they are looking forward to joining UCR again this year. This event is run by NNJR and includes a Saturday evening BBQ dinner and loads of Instructors. It's a great opportunity for all the Green and Yellow drivers to get into the same event. It's also a great event for your Track Team to enjoy a weekend on the track with someone else doing our jobs. Think of it as a social with cars.

Don't forget to sign up for Shannonville in August, too. This is a great event on a very technical learning track. Anyone who hasn't been able to join us yet can meet their Introductory Driving School requirements and join our DE program for the rest of the season. For those who are more advanced drivers, Shannonville offers the ability to make small input changes and see the immediate results without the high speed peril and blind exits of Mosport (CTMP). With everyone in a single paddock and the Saturday Family Style Dinner, Shannonville is more like a family camping trip than a big track event. Did I mention that

someone will win a set of tires? You can't win the set of rubber of your choice (up to \$1,500 value) if you're not there, so sign up now. Really, right now!

Watch, too for the Braidan Tire/Michelin "Wheels for Humanity" charity event on the CTMP main track. It takes place on September 20th, the Friday before the September DE. How can you beat a day at the track for \$78? Three bucks covers the credit card fees and the balance goes directly to the Charity. This event isn't a DE so only signed-off drivers are permitted. With only three run groups it's an awful lot of track time for a very low price. Brad at Braidan offers us this track day in thanks for all the support that our drivers have shown his business, so give him a shot at your next tire purchase. He's very supportive of our programs.

Is it just my imagination or are more and more car companies advertising their car prices on a bi-weekly basis? Bi-weekly payments used to be the last refuge of those who had lousy credit. The payment sounds almost affordable and the dealer of questionable cars would know every two weeks if you skipped town with their junker. I realize that the price of cars has climbed considerably in past years but so has the rest of the economy. My first Corvette, new from the dealership, was only \$8,400. Now they are closer to \$84,000. Do the new bi-monthly payment offerings really convince anyone that they can afford more car than a monthly one? I went car shopping to find out.

I can get a nice Cayenne Turbo S to tow my track car for just over \$144k. I haven't decided if I would tow a Cayman R at \$69k or a GT3RS at \$135k with my new Cayenne, but since I would be paying the lower short-term payment, I decided on both. Sometimes I have more than one passenger, so I favored the Panamera Turbo at \$133K. I think the car is ugly, but at the lowered short term price I couldn't pass it up. Winter is a problem in Ontario so to save unhitching the Cayenne all the time I chose a 911 Carrera 4S as my winter beater. It was a steal at \$92K. The summer posed a problem as all of the other cars had hard tops and some days are just made for a convertible. A really cool looking Boxter Spyder for a measly \$73k makes the perfect ride to the beach on those lazy summer days. The only thing left that any car lover needs is something collectible. I need all those other cars in my daily life, but I also need something to cherish and admire. A no mileage Carrera GT at \$370K will round out the garage and give me something to polish on weekends.

Having negotiated a seven percent interest rate over a four-year term, I reduced my payments to a very short payment schedule. Never mind that bi-monthly stuff, I went right down to the minute. After all, at 75 cents per minute, it's cheaper than a coffee and I can afford them

See you trackside, Dave



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Provinz Editor

The vanishing point

here does your Porsche take you? Mine is more than a car; it's a magic carpet, an escape hatch and a tranquility tank

I don't even have to start the engine for the therapeutic effects to begin. Simply dropping into the racing seat is enough to peel away the first layers of stress. Click in the seat belt, depress the clutch, fire the ignition and the intrusions of the world fade away.

Life is simple again and the direction is clear. The fog of everyday confusion lifts, revealing a private runway that stretches off into an oh-so tantalizing vanishing point.

That runway takes me real (perhaps 'concrete' is a better term) places I never thought I'd go. Three years ago, had you suggested I'd be at a driving event or race track practically every weekend from May 1st to October 31st I'd have looked at you and snorted. And yet, that's where my Porsche has taken—and takes—me.

But the act of driving it, no matter the destination, is the real trip. I am transported to a different plane. This is especially true at the track, when concentration is everything and there is nothing else on earth but you, the pavement and the car. It's transcendent. Others may find their bliss in nature or religion or study, who knows. But mine is behind the wheel, in the temple of the sticky pavement.

I absolutely love how the act of driving completely obliterates any other thoughts. There's no worrying about work or whether your partner is annoyed with you for being in the very car that's making you so blissful.

Money, sex and power are all irrelevant on the track. It's a great equalizer, the common experience of driving. Doesn't matter if you have a GT2 or a 924. Like drug addicts or religious pilgrims, we are all the same in our need for speed. While our means of getting there vary wildly, once we attain it we are subjugated to the higher



power, acolytes of asphalt every one. Nothing else matters, driving is everything.

There's another dimension to the car's transformative abilities. My car takes me to a time when cars—and life are simpler. Traffic is light, so driving stick is no problem. Global warming hasn't been invented yet, so being AC-free is not an issue. Smart phones are science fiction, so not having Bluetooth in the car is irrelevant. No navi? That's ok too, since there are only half as many roads to get lost on.

This feeling is generated not only in an old car. A new-Porsche transporter drops you off in another part of the space-time continuum, this one consisting entirely of speed-limit-free autobahns, populated only by other drivers who magically clear a path for you to infinity.

The concepts may be fanciful, but I bet everyone who gets behind the wheel of their special car feels at least some of what I'm describing. There's an otherworldliness about the experience, whether you are cocooned in a climate controlled Panamera or letting it all hang out in an early 911 Cabriolet. It's got to be part of the secret to success for the maker of these cars. Sure, they're special, but the extra mystique they carry is a balm on the soul.

Porsche dealers should post warnings about the addictive nature of their products, or perhaps they should commission double-blind clinical trials to prove that the Porsche has verifiable medicinal properties. I can see the ad campaign now: "Nine out of 10 doctors recommend Porsche therapy for stressed-out patients."

It works for me. When we roll down the road, I'm sometimes surprised you can even see me and the 944, since we are really somewhere else entirely. Off in a blissful state of hyper-consciousness, thinking of nothing but the sweet sounds, smells and sensations of being at the wheel of this magical, therapeutic machine.

Life in the fast lane

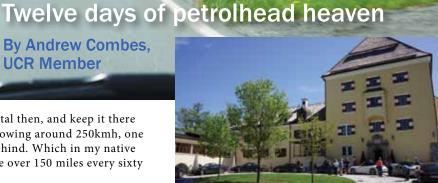
OK Eagles, let's fly" ordered our lead driver over the radio. We had just passed our first of those fabled German Autobahn signs with

three diagonal stripes. Pedal to the metal then, and keep it there until the speedo was showing around 250kmh, one 997 ahead, four 991s behind. Which in my native British English is a little over 150 miles every sixty minutes.

Nicola and I had signed up a few months earlier for this trip with Fast Lane Travel and were not quite sure what to expect. The advertising looked enticing and the itinerary interesting. Twelve days, 3,000km and several alpine passes, a brand new 991 Carrera S with PDK, good hotels, a tour of the 911 and Cayman production plant and the Porsche museum at Zuffenhausen. What was there not to like? As it transpired, absolutely nothing.

On our first day of driving we boarded our brand new (21km) 991 Carrera S PDKs with chronosport package at 9:30am sharp at the hotel in Stuttgart and headed out for Salzburg. We traveled in two groups of six cars with the bilingual leaders giving





Schloss Fuschl

instructions over walkie talkies. We had opted for the fast group—those happy to go 150mph plus.

It was a holiday weekend and the traffic was fairly heavy but the lane discipline by the German drivers is so good (absolutely no passing on the right, fast lane for overtaking only) that almost as soon as we hit the derestricted area we were traveling in convoy at 220kph with sustained bursts to 250plus. At those speeds the driver does not notice the scenery too much, so we pulled off and negotiated some back roads. Those miles were as good as you could hope for, sunshine, switchbacks and elevation changes with the flat sixes sounding like the music of the gods. It really does not get much better, particularly when the car belongs to Mr. Avis!





Lunch in the mountains which were still heavy with snow and then a circuitous route through the Bavarian countryside to Salzburg. Dinner at Europe's oldest restaurant, with an excellent performance of extracts from popular opera. Just one of many evenings enjoying good company, food and wine.



There is more, much more, to motoring nirvana than the German Autobahn and fine B roads. There is, for instance, the Grossglockner high alpine pass. It had opened for the season just two days earlier so we negotiated towering snow walls as we raced up to the summit along 48km of road laced with 36 hairpin bends. Having Eagle One call all oncoming traffic over the radio made for a very rapid and safe ascent in bright sunshine, with the temperature dropping from 22.5C at the bottom to just 6C at the top. Not unlike a lap at Mosport in May!

I could easily have spent all day driving up and down that fabulous road. But we scooted on over to Gmund, where by special arrangement we were shown inside the original factory office of Porsche GmbH. It is a wooden shed of probably no more than 800sqft and has been preserved by Helmut Pfeifhofer who also runs a small museum nearby. Helmut has, among other things, the wood drafting table used to draw up the original Porsche 356. Not many folks get to see it and photography is not allowed. To the Porschephile this is like finding the holy grail. We can all feel very fortunate that Helmut has taken the time, trouble and not a little of his own money to preserve the true birthplace of the Porsche marque. Our return to Salzburg was a very pedestrian affair as Austrian autobahns have speed limits and we were hobbled to no more than 150kph. Such is life.

There was a competitive event—the photo rally. Much like a treasure hunt although collusion, cheating and bribing of the self-appointed officials was actively encouraged. Once again, the weather was spectacular and again we headed up beyond the snow line for some breathtaking roads and scenery. We pulled off for a well-earned stop to sit under umbrellas and feast on Apfel Strudel and hot chocolate. This event is so well organized that everywhere we stop there is reserved parking and the best tables are set aside for us. A sort of Venice Simplon Express experience for petrol heads.

Our tour leaders really reached for the stars with our lunch venue, Schloss Fuschl. This grand property sits at the end of Lake Fuschl and has to be quite the loveliest dining venue we have seen, anywhere. In the weather we had it was beyond any superlative I can find. Imagine, you arrive as a convoy of 11 black 911s and one Panamera and the uniformed staff hold back the mere mortals as we park in our prearranged location—right in front of the main entrance on the magnificent circular drive. Sometimes it seems our convoy is the subject of as many photographs as the surrounding mountains.

You know the adage about the journey being more important than the destination? It was written for

Gmund Museum.



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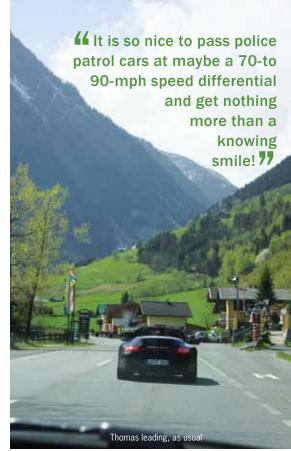
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our trip from Salzburg to Lindau. We first hit the Autobahn and reached between 265 and 270kph, I cannot tell you precisely because this was the last place I was going to look was down at the speedo. Then, a long cross-country drive through twisty roads at a very spirited pace. Our leader, Thomas, [aka Eagle One] has lived nearly all his life in this region and it is only through his intimate knowledge of these roads that one can travel so quickly and yet remain safe. Today we also conquered the car's iPod interface. Blasting through the mountains listening to Wagner, Gluck and Mozart seemed rather fitting.

The final day of driving featured a very fast drive to the medieval walled town of Rothenburg. First there was the obligatory refuelling exercise—we all line up at one pump and take turns to pump gas and clean windshields. There is no pay at the pump so the pump is kept running between cars, up to the 250-Euro maximum. Then Thomas runs in to pay and we start on the next 250 Euros. Then we were off at high speed. It is so nice to pass police patrol cars at maybe a 70-to 90-mph speed differential and get nothing more than a knowing smile! Rothenburg is a wonderful medieval walled town which is almost entirely preserved and extremely photogenic.



After lunch we departed on the very sad final leg. As we reached the first unrestricted speed sign Thomas came on the radio, "OK Eagles let's fly, one last time." We duly mashed our the right pedals, not letting up until I saw 170mph flick onto the digital speedo. Every vehicle in our fast group returned to the hotel in perfect condition and with zero defects. A testament to Fast Lane and Porsche in equal parts. We had a blast and have since been on a Fast Lane trip to Tuscany and are booked on a trip to Leipzig, Prague, Vienna, Salzburg and Stuttgart this fall. See you there?...





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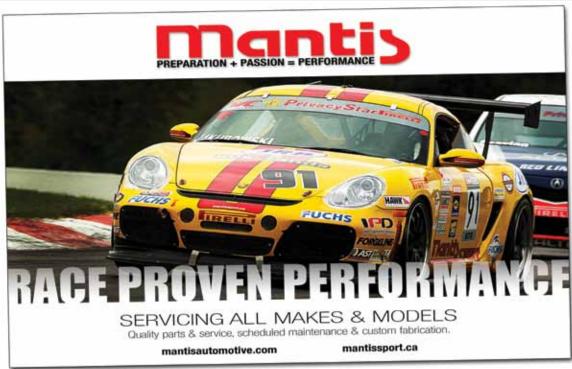
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THE STEERING COLUMN



Emily AtkinsProvinz Editor
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his club is a talented bunch. Something about overachievers and Porsche ownership seem to go together, making our membership a deep and diverse talent pool. You see the evidence in every well-organized event, every issue of Provinz.

Although we like to make it look easy, we still need help. For every event and issue of the magazine, numerous people devote hours of their time to make things happen. I know that I am not alone in my gratitude for all the help we receive from all the unsung volunteers who step up. All of us who chair events for UCR thank those who offer their time, creativity and expertise to make the club worthwhile. Speaking for Provinz, it's a delight to receive articles, pictures and story ideas

UCR's got talent

in my inbox. This happens with amazing regularity, and I thank all of you who have contributed. If you are sitting on an idea or have a picture in your camera you think we could use, please send it my way. I am always on the hunt for more Road Trips pictures, and Member's Rides car stories. We also need more people for the Porsche-Philes, so if you would like to be profiled, or would like to nominate another member, please get in touch.

If your talents are more on the admin or sales side, we also need your contribution. Provinz relies on ad sales to stay 'in business', and we are currently looking to recruit a couple volunteers to help in that department. If you'd like to find out more about the opportunity, please contact UCR Communications Director Kye Wankum at kye.wankum@rogers.com.

We know UCR's got talent. Don't hide yours—step up, help out and let it shine!





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PERIPHERAL VISION

n May, we took a drive through the wine country around Kelowna and then continued to Vancouver Island to join Vancouver Island Region's multi-event weekend "Black Rock 2013" and the hospitality of the Village of Ucluelet and surrounding area. The car count was

ington, Montana, California and Ontario. The residents of Ucluelet were very excited about the "Return of the Porsches". Black Rock Oceanfront Resort, Village of Ucluelet Chamber of Commerce, Volunteer Fire Department and others all assisted with the event. This included arranging for "Oyster

near 100. Registrants came from BC, Alberta, Wash-

John Adam

UCR Historian

Jim" Martin, a local legend who was instrumental in the creation of the Wild Pacific Trail, for a guided walk along the Trail. The weekend also included a salmon BBQ on the beach, fireworks, show and shine, DE, autocross, parade through town and a banquet

auction followed by a comic on stage. Their two charities, Ucluelet Volunteer Fire Department and RCMP Cops for Cancer Tour de Rock, were overwhelmed by the registrants' generosity, with \$5,200 and \$10,200, respectively, raised on their behalf.

Planning is already underway for "Black Rock 2014" the last weekend in May. Interested? Feel free to drop me a line beforehand to have them place you "on the list". This year, the event sold out in just nine days.

The 2013 Parade in Traverse City, MI, was last month. We got together with over 1,500 like-minded Porsche nuts and had a great time.

We always enjoy seeing our American friends and Rennsport members taking advantage of our Mosport weekends. In fact, they like our track so much, Northern New Jersey Region sponsors a Mosport weekend in July and has been coming to CTMP/Mosport since 1974. They are back again this year and their July 12-14 three-day weekend at Mosport is something to look forward to.

Feel free to call if you want to know more about tracks, hotels, drive times, or whatever. Phone 905 270 2991 or e-mail johnqadam@rogers.com





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