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





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Cover: Photo by Michael A. Coates.

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			JULY		
1	Fri	Ski Day, Osler Bluff Ski Club	9	Tues	UCR Social
12	Tues	UCR Social	12-13-14	Fri-Sat-Sun	Driver's Education, Can/Am with NNJR, CTMP
23 APRIL	Sat	Cayenne Fun Run: Sugar Shack Run	19-20-21	Fri-Sat-Sun	ALMS race and Porscheplatz, CTMP
	Tues	LICD Coolel	28	Sun	Fun Run: Collingwood
9	Tues	UCR Social	28	Sun	Autocross: Toronto Star,
13	Sat Introductory Driving Sch CTMP Training Facility	Introductory Driving School, CTMP Training Facility	Vaughan		
20	Sat	Open House: Launch into Spring, Markham Fairgrounds	AUGUST	Tues	UCR Social
27	Sat	Introductory Driving School,	17	Sat	Introductory Driving School,
21	Jat	CTMP Training Facility	17 Sal	Jat	Shannonville
MAY 4	Sat	Fun Duni Muskoko Caving Dun	17-18	Sat-Sun	Driver's Education, Shannonville
•	Sat-Sun	Fun Run: Muskoka Spring Run Driver Education,	25	Sun	Autocross: Toronto Star, Vaughan
11-12	Sat-Sun	"Swing into Spring", CTMP			
14	Tues	UCR Social	SEPTEMBER		
19	Sun	Autocross: Toronto Star,	6-7-8	Fri-Sat-Sun	Targa Muskoka
		Vaughan	10	Tues	UCR Social
25	Sat	Fun Run: Beaver Valley	14	Sat	Fun Run: Porsche of London,
26	Sun	Fun Run: Kawartha	1.5	C	London Run
JUNE			15 21-22	Sun Set Sun	UCR Concours, Location TBD
	Cot	Fun Duni Davasha af Landan	21-22	Sat-Sun	Driver Education, Fall Colours, CTMP
1	Sat	Fun Run: Porsche of London, Simcoe County	28	Sat	Fun Run: Muskoka Fall Run
7	Fri	Charity Event, Black & Red Run Group Training Day	OCTOBER		
8-9	Sat-Sun	Driver Education, Track Walk	8	Tues	UCR Social
		Event, CTMP	19-20	Sat-Sun	Driver Education,
11	Tues	UCR Social			Oktoberfest, CTMP
15	Sat	Fun Run: Bear Manor Niagara Escarpment Run	26	Sat	Cayenne Fun Run: Porsche- Abilities Family Run
15	Sat	UCR Rally, Location TBD	26	Sat	UCR Rally, Location TBD
15	Sat	Legends of the Autobahn, CTMP	c Car Show NOVEMBER		
16	Sun	Yorkville Exotic Car Show			
28-29-30	30 Fri-Sat-Sun	UCR Club Race & Advanced Lapping, CTMP	12	Tues	UCR Social
			23	Sat	Annual Banquet
			DECEMBER		
			10	Tues	UCR Social

PRESIDENT'S FORUM



Walter Murray UCR President

t's Sunday, May 5. Yesterday, David Forbes ran the Muskoka Spring Fun Run. We were blessed with another gorgeous, sunny day for the 25 cars that attended. We left from the picturesque Patterson Kaye Lodge. Water levels in Muskoka have returned to more normal levels, and a great time was had by all.

Contrast that with our open house on April 20, where it seemed we were deep in winter again, but Mark Solomon and his team endured and gave us another very successful event. We also thank Laurance Yap from Porsche Canada for taking the time to participate. The weather was mixed for the two IDS events in April and we have Dave Osborne and Stephen Goodbody and the DE team to thank for giving their time and skills to train a new group of future trackies.

As I look at the cards we send out to you with an outline of forthcoming events, I am impressed and appreciative of the 21 events scheduled in the April 9 to June 28 period listed on the back. And we have already had two other early Spring Funs runs thanks to Steve Revoy and Jill Clements-Baartman.

Another first was the UCR Social at Porsche of London. Members have been asking for Regional events, so this was a new experience. It was a resounding success, with 50-plus people in attendance. Mike Bryan's article will cover it more fully but we thank him and Art Quinlan for leading such a great event. We appreciate the hospitality of Chris Leavens the Dealer Principal who made the new Cayman available for drives.

What this always underscores for me is the dedicated and talented group of volunteers who make all of these events happen and we are only looking at the first half of the year. So to all who unselfishly give of their time and talents, a great, big thank you once again.

Given how fortunate we all are to be able to own the cars that we do and participate in a varied selection of great events, your Board believes it is important we find ways to give back to the Community. You will recollect last year's Porsche Abilities event for children and young adults with special needs, where some 400 participants were given a ride around Mosport. It was an awesome event which will repeated again this year on Friday, June 7. Come out and experience the joy in these young folk's eyes. Those involved find it an incredibly rewarding experience, with not a dry eye in the house. Del Bruce and Jill Clements-Baartman, who organize the event, and the whole DE team do an awesome job.

An addition, this year on four Saturdays of DE at CTMP we will be giving 10 young children battling cancer a ride around the track. We are doing this in conjunction with the Hearth Place Cancer Support Centre in Oshawa. I feel privileged and humbled to be able to participate in these types of events. Our thanks go out to Dave Osborne, Stephen Goodbody, Del Bruce and the track team for fitting this into a busy DE weekend.

The history of the Club is replete with such examples of unselfish giving where the reward is not monetary but one of great satisfaction and respect among peers. So any time I hear we are just a group of self-serving members of a clique I have to take a deep breath. I say to those who might feel this way, find out the truth and reach out and get involved. Let me know and I will add your name to our volunteer list. Let's all make sure we take a moment to thank those who bring you the opportunity to experience your Porsche and meet new friends. As we say "It's not just the cars, it's the people".

Until next month, drive safely.

Walter Murray



Welcome! **NEW MEMBERS**

Name	Location	Model	Thanks To
Ali Azizi	Toronto	10-Boxster	Downtown Porsche
Marc Bachli	Toronto	12-911	Downtown Porsche
Calvin Balcom	Oakville	04-Boxster	Trf-In Canada West
Yousry Bissada	Toronto	13-911C4S	Downtown Porsche
Greg Boland	Toronto	13-911	Downtown Porsche
Peter Bridgemohan	Toronto	10-Panamera S	Downtown Porsche
Stephen Brunswick	Toronto	13-911	Downtown Porsche
Romulo Capalad Jr.	Scarborough	93-911	
Joe Casselman	Cambridge	13-911C4S	Downtown Porsche
Johnson Chan & Vivian Chen	Richmond Hill	12-911C2S	
Jeffrey Citron	Thornhill	13-Boxster	Downtown Porsche
Ash Das	Toronto	06-911S	
Francesco D'Urzo	Toronto	12-Panamera 4	Downtown Porsche
James Fong	North York	10-911	Downtown Porsche
Amir Kashef Haghighi	Toronto	13-Cayenne	Downtown Porsche
Dave Hallett	Toronto	97-911C4S	
Eric Heinwich	Wiarton	13-Cayenne D	Downtown Porsche
Nicholas Holvey	Burlington	91-911C4	
Michael LeBlanc	Nobleton	07-Cayman	
Chris & Jennifer Lewis	Ancaster	99-911	Mantis Racing
Paul Lochab	Mississauga	07-911	Downtown Porsche
Walter MacDonald & Jenny Curley	London	01-Boxster S	
Terry Maguire	Toronto	13-Cayenne	Downtown Porsche
Jeannie Martins	Richmond Hill	13-Cayenne GTS	Downtown Porsche
Robert McIntyre	Waterloo	11-911 GT3	
Ford Moore	Newmarket	13-Boxster S	
Jerry Pinto	Toronto	09-911	Downtown Porsche
Kevin Prendergast & Karen Krugel	Toronto	09-Cayman	
Nikola Prodanovic	Oakville	11-Boxster Spyder	
Allan Rouben	Thornhill	13-Boxster	Downtown Porsche
David & Sheryle Saunders	North York	13-Cayenne D	Downtown Porsche
Marjan Sheikholeslami	Toronto	13-Cayenne	Downtown Porsche
Colin Simpson	Toronto	13-Cayenne	Downtown Porsche
Stan & Susanna Slutsky	Vaughan	13-Cayenne	Downtown Porsche
Victoria Smith-Viggiani & Ron Viggiani	Brampton	85-944	Mantis Racing
Craig Southwick	Oakville	10-911 C4S	
Nina Strait	Oakville	13-Cayenne	Downtown Porsche
Andy Sung	Scarborough	05-Cayenne	Open House

Sports and Event	Photography by michael a. coates
E f in	SPANCimages.com / porscheclub

Name Location Model Branko Suzic Mississauga Satoshi & Mikiko Takano Toronto Scott Thompson Brampton Chanphong Tu Mississauga Elaine Gerrie Valentini Burlington Dean Williamson Caledon Jocelyn Yacoub Markham Sylvia Yankova Kingston Jason & Alison Dutton Waterloo

Thanks To 06-Cayman S Open House 10-911 CS 84-911 13-Cayenne Downtown Porsche Downtown Porsche 13-Cayenne 10-911 GT3 13-Cayenne Downtown Porsche 12-Cayenne S Downtown Porsche 95-911 Trf-In Canada West

Congrats! ANNIVERSARIES

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YEARS

Rick Dean Uli Jr. & Uli Sr. Furtmair Mike Galloway Thomas Winiker

YEARS

Frank Delcogliano Ed Gaizutis

5 **YEARS**

Alan Baker Vicky Clark Anthony Guerin Marie Houde Robert McCord Randy Oswald Ian Parkinson Tim Sanderson

YEARS

Cathy Bisbee Jaime Hung Anthony Marazia Cathy Morphy Philip Wells **RJ White**

5 **YEARS**

James Conway Tyler Gerard Jerry & Sonja Greer Peter Kuracina Dickson Ly Amanda Marazia Peter Moulds Steve & Paula O'Connell Oliver Peters George Poulias Kirk & Cathy Dwyer Smith Barry Zilberberg

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

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CLUB NEWS

Joe Lawrence chosen for **PCNA** job

Starting in September, Joe Lawrence, currently President and Chief Executive Officer of Porsche Cars Canada will become **Executive Vice-President** and Chief Operating Officer of Porsche Cars North America. His successor will be announced at a later date.



Lawrence joined Porsche Cars Canada in 2009. Under his leadership, the organization posted record sales in each of the last three years and became Canada's fastest growing premium automotive brand in 2012. To accommodate this rapid growth, Lawrence appointed new dealers in London, Saskatoon, Oakville, ON, and Langley, BC. He was also instrumental in establishing the Camp4 winter driving experience in Canada, as well as the successful Porsche GT3 Cup Challenge Canada, which is now entering its third season.

Porsche Cars Canada was formed in April 2008, a standalone subsidiary with dedicated leadership. The company employs a team of 24 in sales, aftersales, finance, and marketing. Last calendar year, Porsche sold 3,003 units in Canada.

Quick peek The new generation 911 Turbo S





Edge of the world gets closer By Terry Ashcroft, UCR member

In the March issue, I advertised "The Edge Of The World Group". This is an initiative to get Porsche owners living east of Toronto together to organize events. On Sunday, April 21, we had our first meeting. Ten Porsche owners from Pickering to Picton met at a Tim Hortons in Cobourg. The day was sunny and a bit cool but that didn't put a chill on the event. After introductions and coffee, we set off for a 45-minute drive along some scenic country roads north of Cobourg to Rice Lake and back.

The success of this event has confirmed that those in attendance want to continue with monthly sessions. In June, we'll be back in Cobourg for a drive east of the town this time and, possibly, a visit to Mike's 914s in Colborne where Mike restores 914s and works on a variety of other interesting cars. In July, one of our participants is organizing a drive in Prince Edward County and a winery visit.

The "Edge Of The World Group" has gotten off to a great start. In addition to those who were able to attend on April 21, another six or seven individuals have been in touch to indicate that they will be participating in future meetings with the group. Not all participants are UCR members, but they do share the passion for great cars and good times. If you live east of Toronto and want to take part in future gettogethers, contact me at tashcroft1@cogeco.ca.

Oh, and by the way, not one single Porsche fell off the edge of the world during this event.





THE WAY WE WERE...

30 Years Ago

The **Hans Pfaff** Concours made the cover of Provinz. The 944 was featured by Downtown Fine Cars. Dr Ian Blackstone was promoting an upcoming 356 Picnic at his home. Parts were offered by Farrow/Timbrell/ Bittner/Megill. Performance Cars was a Porsche

25 Years Ago

Record crowds at UCR events, including over 90 at the monthly social where Tony Lant talked about Silver Wheels insurance. We had a fire extinguisher installation day for DE cars and we introduced our custom DE driving suit. Bruce Farrow was "On Track" and said that four UCR members attended a Rennsport event at Shannonville. We could accommodate only eight Green run group members at any event. Rennsport's May Mosport weekend would include 39 UCR drivers. Shannonville August weekend would be \$125, including dinner at the nearby golf club. Tire Tech, the predecessor to Shift Into Spring and Open House, was the photo feature. Your writer had a report on the Porsche Derby in Kentucky and the Concours winning 951, now driven by Thom Zaugg. The Porsche Indy car was coming to Toronto and we were to have a special July viewing at Downtown Fine Cars. The eight-race Porsche Turbo Cup series schedule was announced.

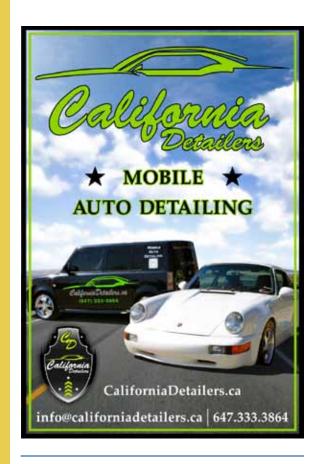
20 Years Ago

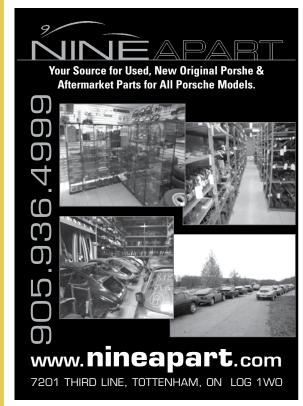
Picnic and Concours at Kelso Conservation Area, autocross and DE all had inserts for upcoming events. Obtaining timely event information and content was a struggle for editor Gaunt. Ben Ciantar talked about oil. Clive Van Wert, Bruce Farrow and Mike Tamblyn had lengthy articles about our DE program. Weekend registration was \$175. About 450 attended Shift Into Spring at the Airport Delta Hotel. A photo spread was featured. New UCR Bylaws were published. Peripheral Vision was talking about the upcoming Cincinnati Parade where we cross-dressed on Thursday night.

15 Years Ago

Go-Karts on the cover and a season wrap with photos. DE up to \$210. Mike Mehling joined. Parade planning was for Steamboat Springs, CO. David Langton wrote a very humorous article about the club's treasury and presented the year end financials. The annual net contribution was \$26k, up from -\$1k. Rudy Bartling was promoting his new service shop.

Contributed by John Adam, UCR Historian







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

June 11, 2013

Club supporter Pfaff Porsche hosts this annual summer event. Come join your fellow members for fine food, cold bier, and beautiful automobiles at their Woodbridge dealership.

Pfaff Porsche, 101 Auto Park Circle, Woodbridge, ON L4L 8R1, www.pfaffporsche.com, 905-851-0852

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

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MAY SOCIAL

Lee Abrahamson: Man of big ideas

By John Adam, UCR Historian

ee Abrahamson has a selfdeprecating style and a long history on the edges of auto racing in Ontario and around the world. For example, he won his race class—once. He built a race track on the former Dunnville airport site, but had to contend with a ten-metre-high heap of turkey poop from the previous turkey-farming operation. The local municipalty didn't much like the idea of a race track and so, after several years and \$500,000, he was forced to shut down. Abrahamson went on with his personal exploits for about an hour.



He was co-founder of The Canadian Motorsports Hall of Fame with Gary Magwood. He was able to recount meetings with or about up-and-coming drivers with talent, but no money. He told us how they finance talented drivers in Brazil—with a limited partnership unit priced at \$50,000 each for 50 partners. It's either that or dad has the millions it takes to make it professionally.

He discussed an idea for a track in the Niagara area. Abrahamson had recently proposed a 3.5-mile (5.6-kilometre) racetrack, drag-racing strip, karting track and associated uses such as a conference centre, museum, food and service facilities on a 230-acre piece of property in the northeast corner of the QEW-Sodom Road interchange; that is now dead. There were also two other prospective race tracks near Fort Erie. No hope.

What was quite surprising was the retinue of members who gathered at the end of the evening for an ongoing Q&A with Abrahamson. Jay Lloyds said, "I have known Lee for twenty years." J. Crawford Reid came from Brantford to hear Lee tell all. Gerd Schwarzkopf was keenly interested in the speaker's comments.

The evening went a little later than usual because it took a while for the group around Abrahamson to dissipate.



Drovinz

June 2013

The Journal of Upper Canada Region

TECH SESSION

Higher Miles Per Gallon

By Pedro P. Bonilla, GCR PCA

ith the price of gasoline at US\$3.50 and higher, I get a lot of: "How can I get better gas mileage from

I generally tell them: "I can sell you a kit to increase horsepower which will make your car more efficient giving you better mileage, or just follow some of my gas-saving tips."

1. Tune-up

Keeping to the factory-recommended maintenance service schedules is one of the best ways to gain fuel economy. These scheduled maintenance services make sure that the spark plugs are in optimum condition, that the brakes aren't dragging, that the engine breathes properly with a clean filter, that your oxygen sensors are reading the exhaust correctly and that your ECU is adjusting the fuel/air mix in the most efficient way, among other issues.



2. Tires

Having your tires properly inflated can save you a couple of mpg. Check your owner's manual or the tire-inflation sticker on the door jamb for your car's recommended tire pressures. Note that with our Porsches, we generally have different frontto-back tire pressures, and remember that tires tend to lose a few psi per month, so make it a habit to check them frequently and keep them optimized.



3. Gasoline

The lower the octane, the cheaper the gas, but does it save you money?

Porsches in particular have higher compression engines than the larger displacement engines in domestic cars. This higher compression requires higher octane grade in order to eliminate knocking. Newer cars have knock sensors that retard the ignition to avoid knocking if a lower octane gas is used, but this makes the car less efficient, and in the end it uses more gas to drive the same distance and ends up costing you more. Check your manual or the sticker inside the gas lid for the recommended octane rating for your car.







A lesser known tip is when to purchase your gasoline. Buy it during the coolest part of the day. Evening or early morning is best. The lower the gasoline's temperature the denser it is, meaning that a gallon of cold gas weighs more than a gallon of warm gas. Gas pumps charge you by volume not by density.

4. Make it lighter

We all know that making a car lighter will make it go faster, but it will also save you gas. So, check your trunk(s) and clear them as much as possible of the stuff you don't need which will translate into savings at the pump.

5. Lighten the lead foot

At the track you shouldn't be worried about gas mileage, but in the city, you can save a lot of fuel by accelerating lightly.

Tech Editor's Note: Again this month we are featuring an article from our friend Pedro Bonilla at Pedro's Garage. If you are planning a trip to south Florida, check out Pedro's ad on the next page and go visit him.

Now that the weather is good and we are putting more miles on our Porsches, it's timely to discuss how to get better mileage out of our cars. I may just be getting old, but I recently passed up the chance to buy an Audi S8 with a V8 engine, opting instead for the 2.0 turbo since it gets much better gas mileage. Just a few years ago I would have gone for the V8 all the way. I prefer going farther now, and spending less.



George O'Neill **UCR Tech Editor**

Enjoy this article and let me know future topics that may interest you. - George O'Neill

Full-throttle acceleration is a sure-fire way to drop your average mpg.

Most cars' fuel consumption reaches maximum efficiency at 90kmh in the highest gear. Wind resistance increases exponentially with speed, so as your pace quickens, your gas tank starts to dry up faster. Each 8kmh you drive

over 90kmh can lower your gas mileage by seven percent or more! Look at your instant fuel consumption gauge (if so equipped) and that'll help you drive in a fuel-saving manner.

6. AC or al fresco?

7. Motor oil

The air conditioner, unlike the heater which uses the engine's "free" heat to warm you up, uses the engine's power to run the compressor, thus lowering fuel economy. But if you're driving on the highway, sometimes it's better to close the windows and run the AC. Why? Because of aerodynamics. The detriment from driving with the windows down is greater in a Porsche, which has excellent aerodynamics, than in a Hummer, which has...none! The same applies to cabriolets. You'll get better gas mileage with the top up.

Use the correct grade of motor oil specified for your vehicle.

Following the factory's recommendation can improve your gas

mileage by one to two percent. The recommended oil and oil

grade is specified in your car's manual.



Shut the engine off if you expect not to move for a while. New Porsches have an auto-off feature that does this for you. Use it. When a car is idling, it is giving you zero mpg.

9. Warm up

Avoid prolonged engine warm up. Even on cold mornings 30 seconds or so is plenty of time, but never fully accelerate an engine until it reaches its operating temperature.

10. Planning

Plan your trips. Combine short errands into one trip using the shortest distance possible.

Following these tips you can easily gain two to five mpg, guaranteed.

Here's an interesting exercise. If you drive an average of 15,000 miles per year and get 20 mpg, you will have used 750 gallons of gasoline. At \$3.50/gallon that's a cost of \$2,625/year, or \$0.175/mile. If you're able to squeeze an extra four mpg, that's an extra 3,000 miles! (Four mpg x 750 gallons = 3,000 miles). At \$3.50/gallon you just saved \$525. (\$0.175/mile x 3,000 miles = \$525.)

> All this, so you can feel good about going to the track on a weekend and averaging six mpg!

> > To learn more about saving fuel and your Porsche in general, please visit my website at: www.PedrosGarage.com.

Happy Porscheing, Pedro

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GT3 Cup Gold for Sanderson at CTMP

CR's Tim Sanderson took two Gold class wins on the Victoria Day weekend in the Ultra 94 Porsche GT3 Cup Challenge Canada by Michelin.



Tim has rebranded his Northwest Atlantic team to "Racing for Joanne's House".

"Joanne's House provides shelter and support for Durham youth that need a place to stay," Tim says.

"Every day a young person knocks on their door. We are intent on raising awareness to a need in our area. Everyone we have talked to has shown enthusiasm and support for our efforts and the whole team is excited about the upcoming season."

On Saturday, May 18, Tim moved up from 12th starting position to finish 11th overall in Race 1. His best lap time of



1:24.116 is now a track-best time in the Gold Cup category. His first place was followed by Carlos de Quesada of Pfaff/ Alegra Motorsports, who was second, and Martin Barkey with Fiorano/Garage Racing, who finished third.

In Sunday's race, Sanderson was joined again on the podium by Carlos de Quesada in second place, and SportsCarBoutique's newest entry, Andrew Danyliw, who finished third in the Gold Cup standings.

Tim finished in the top five in the Gold series of the 2012 GT3 Cup Canada.

"It was the perfect start to this season," said Joe Lawrence, president & CEO, Porsche Cars Canada, Ltd. "The weather was fantastic, we saw a tight race for the podium, and the new track accommodations enhanced the entire experience."

The Northwest Atlantic Motorsports/Joanne's House team hosted representatives of Joanne's House at the track over the long weekend, and will again at the Mobil 1 Presents Grand Prix of Mosport from July 19 to 21. They also made two spots available on the race team's pit crew for Joanne's House alumni on those weekends, providing the young adults a chance of a lifetime opportunity to experience working for a race team.

"We are thrilled that Tim Sanderson has chosen to race for Joanne's House," said Mary Dunlop, Tim Sanderson

"This is a wonderful opportunity to raise awareness of youth homelessness in the Durham Region and the prospect of some of our youth going to the track is awesome. We are grateful to Northwest Atlantic Motorsports for partnering with Joanne's House."

executive director of Joanne's

House.



Sixth Annual Muskoka Spring Fun Run By David Forbes

After a long Muskoka winter, and a never-before-seen flooded spring, sunny skies and warm temperatures prevailed as our Fun Run group met at Patterson Kaye Lodge in Bracebridge for an early start. Patterson Kaye Lodge is a beautiful resort on the Muskoka River, the home of the Targa 2013, and a perfect backdrop for our morning coffee and muffins, provided by the resort. We had 25 beautiful Porsches participating in the fun run, and a big thank you goes out to Walter Murray and Laurie Johle for each leading one of our three groups. Anne and I led the third group of cars, and our route led us through the central part of Muskoka covering Lake Muskoka, Lake Rosseau, Mary and Fairy Lakes and Lake of Bays.

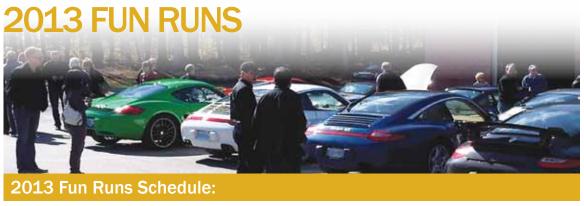
The scenery was simply breathtaking, from the time we set out at 10:30am to our arrival in Huntsville at the Cottage Bar & Grill for lunch on the patio overlooking the Muskoka River. After enjoying a special menu prepared just for our Porsche club



members, we headed west towards the shores of Lake Rosseau, with a quick visit to the must-see historical Windermere Resort.

We continued to enjoy the winding roads and timeless vistas of Three Mile Lake, Lake Rosseau and the Muskoka River all the way back to Walter and Sheila Murray's 23-acre farm in Bracebridge, where they hosted a fantastic afternoon reception complete with cocktails and snacks, and of course, most importantly we enjoyed the camaraderie we have come to expect from our Porsche friends and family.

We finished the glorious spring day with our traditional stop at Wabora the Japanese Fusion restaurant in Bracebridge, where we shared some delicious Asian cuisine and chatted about seeing each other again in the Fall back in Muskoka for our Sixth Annual Fall Fun Run. Book early to save a spot, and take advantage of as many of our Fun Runs as possible until then.



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

- **June 1: Simcoe County Fun Run 2013,** Porsche of London. Jennifer Nobbs, jenn@orilliavw.com, 705-325-6107.
- June 15: Third Annual Bear Manor Poker Fun Run. Join us for our Bear Manor Poker Fun Run culminating in Grimsby on the Niagara Escarpment. We look forward to continuing the added element of a Poker Run to this year's Fun Run with prizes for the best poker hand. We will wind our way through the escarpment, by scenic vineyards and travel tree-lined back roads. The run will culminate at a local winery where lunch will be served. Start time is 10am in Grimsby (start location and details to follow). Vaughn Warrington, vaughn.warrington@nbpcd. com, 905-541-2012.
- **June 28:** Collingwood Fun Run 2013, The July 28 fun run will commence in Kleinburg mid-morning, and end late afternoon at Don Lewtas's property south of Collingwood. Contact Don Lewtas & Hazel de Burgh, hdeburgh@rogers.com.
- **Sept. 14:** Porsche of London, London Fun Run, Commencing mid-morning in London, and ending in the afternoon in the Huron County area. Contact Diane Prior: diane@porschelondon.com, 519-601-1322.

JUNE 2013





By Kye Wankum, UCR Director of Communications

Toyo R888 Proxes Finally a tire to fit the bill... and the car.

have been competing in vintage racing events since around 1991, just three years after I first joined UCR and learned about performance driving in our fantastic DE program.

The first racecar was a 1968 911-L that I bought together with fellow member and friend, Greg Doff. We still own that car today. In fact, I will be running it at this year's VARAC Vintage Racing Festival (now the Canadian Historic Grand Prix) on the weekend of June 15-16. VARAC is the Vintage Racing Association of Canada.

Through the 90s, Greg and I participated in 10 to 12 vintage racing events a season, mostly with SVRA (Sportscar Vintage Racing Association), up and down the eastern US and Canada, from Road America in Wisconsin, to Daytona Speedway in Florida. We went through trials with several different tires over the years, as one or another manufacturer would phase out their 15-inch tire or stop production of a competition type altogether. We even ventured into using bias ply tires but, aside from making the car slide all over the place, which is a fun but slow way to go, they were never quite the right size, usually being too tall for the car.

Meanwhile, SVRA allowed 50-series tires all along, and that was the tire aspect ratio that seemed to best suit our cars, but finding a good product was another matter. While we started out with one car, which we would share in endurance races or take turns in from event to event, there were later two and even three cars—all early 911s.

We took a break from vintage racing for a while around 2000, as we ran a Porsche in the ALMS for two seasons and I continued with a



Keeping track of tire pressures and temperatures is crucial when trying to get the best out of the car's set-up.

Lola-Nissan prototype for another, but when the large fortune was duly turned into a small one, we found our way back to it. We again took in the odd SVRA event but also focused more on running locally with our own racing organization, VARAC. There came a point when VARAC began to enforce rules that stipulated the use of 60-series tires for vintage and historic cars and we found ourselves with slim pickings in the marketplace and really only one product to choose from, which was available only in one width, while typically we put wider tires on the rear of the 911. These tires worked somewhat, but again, they weren't quite the right size.

Then, a couple of years ago, VARAC decided to allow entrants' cars to be classified in three different categories: to VARAC rules with 60-series tires, to SVRA rules allowing 50-series tires, and to FIA rules which stipulate narrower wheels and taller tires, just as back in the day when these cars were originally raced.

I immediately took advantage of this new set of rules and entered my 1969 911 as an SVRA-prepared car, seeing that I also raced with that organization anyway. Turns out there really aren't very many competition tires that will fit our 15-inch Fuchs rims. That

brought me around to trying the all-new Toyo R888 Proxes in late 2010. I loved this tire immediately, not only for its fantastic stick but also for its consistency, not only throughout a session, but throughout an entire racing weekend.

I found the pressures Toyo recommended for the weight of my car—just under 2,000lb—were dead-on and the tires worked for me immediately. Over the next few months, Toyo released further tips on pressures and temperatures, making it apparent they want their customers to be happy.

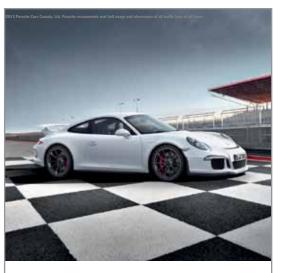
My first outing with these new tires on my '69 car was with VARAC at Mosport in October, with pretty cold weather. Nonetheless, the tires performed very well on less-than-ideal track temperatures. The car was then stored for the winter and I made my way down to Sebring the following March to run in the historic races at the annual 12-Hour event there. Wow! With the heat down there and the very abrasive pavement at that storied track, these tires worked even better; they really loved the heat! Growth of the tires was very consistent all around at 5lb, with even temperatures across the tire. Pressures used were about 18 and 22lbs cold, while Toyo actually recommends 20 and 26lb for a car weighing 800 to 1,000kg.

We typically don't make suspension set-up changes during a race weekend, other than sway-bar tweaks, and those particularly for wet weather. There really isn't a lot one can do with these older cars—once they're set up well, that's pretty much it. But with the Toyo R888 we find the tire is very responsive to even minute changes in the pressures to help us achieve the results we are looking for, and possibly lap time improvements of as much as two seconds at Mosport. These changes are largely based on ambient and track temperatures as well as track conditions.

I will be back in the '68 911-L—the first in the stable—at Mosport for the VARAC Canadian Historic Grand Prix. I hope to see you there, and will report on my continued experiences with the Toyo R888 Proxes tire later on in the season.



1968 911 L: My first racecar being driven with a stern expression as I'm navigating the turns of Mid-Ohio in 1991.



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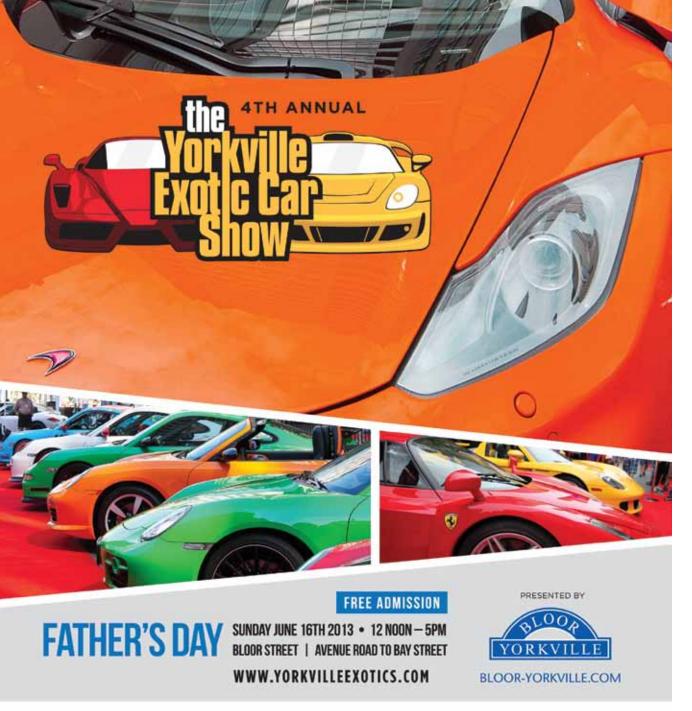




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UCR Members Head For Parade

The 2013 Porsche Parade returns to Traverse City, Michigan after 24 years! The event will run from June 23-June 29, 2013.

Porsche Parade is the PCA's annual convention. It is a week long extravaganza of car events, tech sessions, social events and FUN. Attendance is roughly 2,000 people, most of whom arrive in their beautiful and much loved Porsche automobiles. The UCR members listed below will be on their way to Michigan this month.

Car # Entrant **Co-Entrant** Attended earlier Parades in order of frequency

209A	John Adam	Rosemary Adam
176A	Botho von Bose	Susan von Bose
467A	Ken Jensen	Sussi Jensen
307A	Rick Metcalfe	Jaquline Metcalfe
40A	Jennifer Webb	Scott Webb
572A	John Darling	Joyce Darling
69A	Terry Orr	Irene Orr
730A	Michael Stanesic	Marylyn Campea
587A	Gary Beutler	Sheryl Beutler
739A	Kim Coulter	Karen Coulter
263A	Ronan McGrath	Stephanie Perry
454A	Clive Van Wert	

Attending their first Parade

729A	Thomas Behr	Jean Bialokur
555A	Dick Corner	
647A	Robert Hamilton	Lynne Hamilton
530A	Artur Hausz	Lisa Hausz
228A	Mike Hilton	Karen Hilton
399A	Dean Lines	Jackie Lines
466A	Walter Murray	Sheila Murray
146A	Thomas Siegner	Deb Dolmage
72A	Glenn Thomas	Sacha Thomas
600A	Victor Varma	



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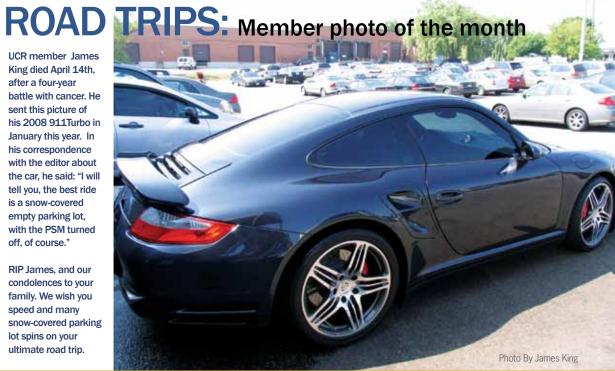






UCR member James King died April 14th, after a four-year battle with cancer. He sent this picture of his 2008 911Turbo in January this year. In his correspondence with the editor about the car, he said: "I will tell you, the best ride is a snow-covered empty parking lot, with the PSM turned off, of course."

RIP James, and our condolences to your family. We wish you speed and many snow-covered parking lot spins on your ultimate road trip.



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



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he Legends of Autobahn is a joint effort of the BMW Club - Trillium Chapter, the Mercedes-Benz Club of America - Toronto Section, and PCA-UCR. It is a collaboration of the three clubs to organize an event that will showcase the best these three marques have to offer - classic to modern. It is a car show, which the other two clubs will use as their annual Concours d'Elegance event, while UCR will have a Show & Shine format (like the annual UCR Concours on September 15th of this year). Enter your cars as you would in the UCR Concours, and participate in peer-judging your fellow members' cars. The three different clubs will each have their own competition. The only difference in the format really is that we will reduce the number of UCR classes from 18 to 11, as this event is focused more on fun, rather than competition. Trophies will be awarded to first through third place in each class.

ers totally approachable in a very friendly atmosphere—well, you owe it to yourself to be there.

What's the Deal?

By Kye Wankum, UCR Event Co-Organizer and UCR Director of Communications

Anyone arriving at the gate in a BMW, Mercedes, or Porsche—no matter how many passengers —will pay \$20 per car to enter the park (it is usually \$35 per person), if they ask for the event discount. So cram as many family members and friends as you can in there! If you want to park in the Legends corral, the fee is \$5 for early birds and \$10 at the event; to participate in the Show & Shine, the fees are \$25 and \$35 respectively. Yes, these fees are in addition to getting into the park in the first place, so take advantage of the Early Bird pricing now! Only 50 Porsches will be accepted into the corral—register now to avoid disappointment!

When and where is it?

Legends of the AL 2013

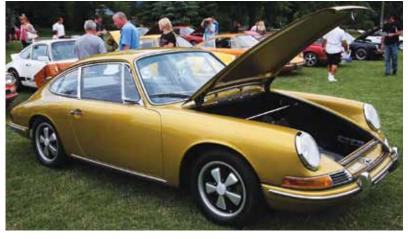
WHATISIT?

The Legends of the Autobahn event will be held on the weekend of June 15-16, during the annual VARAC Vintage Racing Festival or the Canadian Historic Grand Prix, as it is now called. The date for the UCR Show & Shine is Saturday, June 15th. The place is the Canadian Tire Motorsport Park (Mosport). The event will be held on roughly two acres, on the grassy knoll inside of Corner Eight (It will not be on a paved paddock). That is just a short jaunt through the new tunnel and off to the west from the entrance.

Come see the amazing transformation this motor sport park has undergone!

Why Go?

Well, quite simply, if you are a father, it's your weekend. If you are a mother, sorry, we did not have an event at that time, so here is our chance to make it up to you. If you are a car enthusiast, this is your event for a multitude of reasons. If you own a Porsche, you should be putting it up for show against "those other marques"—it's a matter of pride, you know? If you like checking out beautiful vintage racing cars in action on the track and parked in the paddock, with cars and driv-

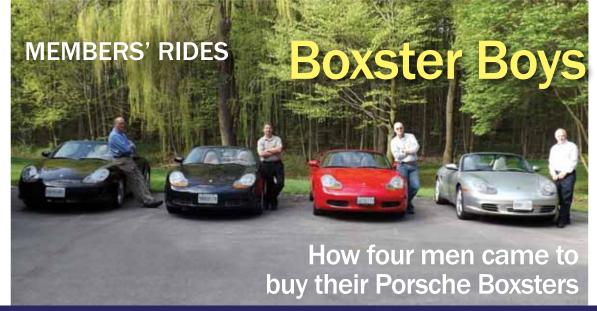


Added Attractions:

As mentioned, there are the vintage races to watch and the paddock to roam, and photo opportunities around this beautiful track. You can also go on a rally tour for four hours with VARAC. There are some lapping activities and a banquet to take in as well. You can do as much or as little as you want.

If you have some time to spare to help out with this exciting new event, even if you are participating in it, please contact me at kye.wankum@rogers.com. For more information: www.legendsoftheautobahn.ca.

²² Drovinz



By UCR members Eric den Englesman, Peter Vanvelzen, Larry Dekkema, Jack Vanderkooy

Eric & Teresa's 1998 Blue Boxster

y wife and I sat at our usual table in our favourite Greek Restaurant on date night, sharing and talking as we usually do. She mentioned it would be nice to have a convertible car for summer driving. My mind raced with the challenge of finding her that special little car that had to be manual and sporty, plus convertible. Her request was a VW Beetle, but I was thinking more of a Mazda Miata since budget was playing a big part in our decision.

We would have never given a Porsche even the remotest consideration as we thought that the price and stature would be unattainable, until one morning as I was having breakfast with a dear friend who just finished his cancer treatments and was in remission, told me he had just bought a used Boxster at a very affordable price. "I always wanted one and now is the time," he said.

So I started with my salesman speech of how great a Porsche Boxster would be. Teresa kept saying no and how could she drive it to her mother's house and to church and what would her friends think that she drives a Porsche (she is quite humble)? Until one conversation when she said "I saw a blue one today that looked nice." Those are the words a husband is looking for. The game was on to find a blue Boxster with low kilometres.

Living outside of Toronto opens a huge market for used Boxsters, but none was to be found with our criteria (low km, great shape, older owner, blue). But, lo and behold, there was a beauty in Halifax from a recent divorced couple (he got custody of the car); a 1998 with 64,000km. Blue exterior with a tan interior and in awesome condi-

I flew to Halifax with cheque in hand and took the upgraded rental car—a Ford Mustang convertible. Blasted my way from Halifax airport at 130, loving it until those red flashing lights got the better of me.

I was greeted by the original owner at his home and spent the next two hours touring his home (he was an architect and his home was designed to look like a great ship, it was really cool). Finally, a chance to test drive the baby on the hilly Halifax roads. She handled like a dream. During the test drive we were stopped at a set



of lights when a cop car pulled beside us. I glanced over thinking this could spell trouble when the officer blurted out "Wanna race?" Ha, ha. Only in Halifax. After a lovely dinner paid for by my host, I was ready to head back to the hotel (some two hours away). The Boxster's original owner would have nothing to do with it. I was a complete stranger and his Eastern hospitality coaxed me into spending the night at his place.

I fell in love with the Boxster, and paid for it, leaving it there until I figured out how to get it back home. Transport truck was not cheap (\$700-\$1,100) nor the train (\$1,100 and up), so one of my employees suggested "ROAD TRIP". Another set of words that get the male heart pumping. Teresa and I flew back to Halifax some months later and hired a cab (no speeding tickets this time) to get us to the vehicle. Driving back to Toronto was a pleasure as we took the US route through Lake Placid and up through Montreal. Winding down the roads through Halifax and New Brunswick was not without incidents. We were cruising along (at slightly over the posted speed limit of course) when a mother duck and her entourage of babies slowly walked across the highway. The handling of the Boxster allowed me to miss them all, but I am unsure of their fate with the semi behind us. As we were cruising along later that day a motorcycle whizzed by us at who-knows-what speed, followed several minutes later by a police car. I am pretty sure he got away.

Getting into the USA was no issue, but on our return into Canada we received the rubber-glove treatment at the border. Everything was removed from the car including our luggage and even our dirty underwear (both the officers were female). Of course they found nothing. Safely back in Canada and just past Montreal we decided to take the roof down and prove the theory that the Boxster is so aerodynamic that passengers will not get wet during a rainstorm. It works until you stop, of course.

Back at home with the car, a happy wife and personalized plates (98BOXSTR), we have put 26,000km on it, brakes, tires, clutch and 1,000 coats of wax. We have just purchased special rate insurance for classic cars at \$290 per year, and look forward to driving it this summer with the top down. Since my good friend Peter purchased his 2002 red Boxster, my brother-inlaw, Larry, (after driving ours) purchased a 2003 silver Boxster S and another friend, Jack, bought a 2004 black



Boxster (stories below). We call this our CBC Club (Christian Boxsters of Canada), however we have yet to cruise together. We are all members of PCA-UCR thanks to the original Boxster owner. We look forward to many more memories with our little blue 1998 Boxster. Now my wife says that I bought the car for myself but we all know it was all for her. I just get to wash and wax it once in a while, and if I'm lucky, she lets me fill it up too.



Larry's 2003 Silver Boxster S

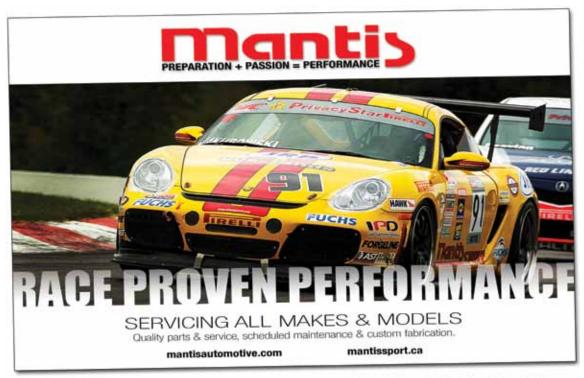
I have a 2003 Boxster S. The reason I became interested in a Boxster is all Eric's fault. We had a lovely lunch with our wives in Niagara-On-The-Lake. It was a beautiful spring day and after lunch we were going to a cottage Eric had rented close to Niagara Falls. He gave me the key to the Boxster and invited me and Rosemary to drive it to the cottage. Of course, we put the roof down. The sun was shining. We drove past vineyards, the Niagara River and along a twisty paved road up the Niagara Escarpment. I think I kept the Boxster in second gear most of the ride because I was enthralled with the engine sound. I turned to Rosemary and said, "I need one of these."

I managed to talk myself out of it for a few months, but the desire never left me. I kept looking at Autotrader, and researching the various years and features online. I wanted a 2003 because it was the first year with a glass rear window. In November I found the perfect car at a dealer. I traded in my AWD Infiniti, and convinced the salesman that he was much better off with an AWD car than a Porsche with a ragtop on his lot in November. I think I got a really good deal on the car. I then found someone selling a hardtop in

the right colour, and someone else selling rims with winter tires. I drove the Boxster through that winter, and even this past winter with all the snow we had. It handles very well in the snow—better than many front-wheel-drive cars.

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Jack's 2004 Black Boxster

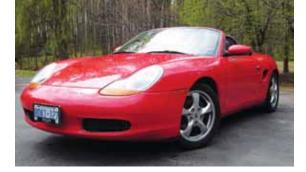
I have a 2004 Boxster S, USA version, triple black, low mileage. Found it on Autotrader after searching for about a year. The previous owner had it parked diagonally in his garage and it was in showroom condition.



By the time I saw it, I had test-driven several others and knew without a shadow of a doubt that this was a beauty. I decided on the spot to buy it. That was in March 2012. My license plate is FNTMSHRS. Can you guess what it means?

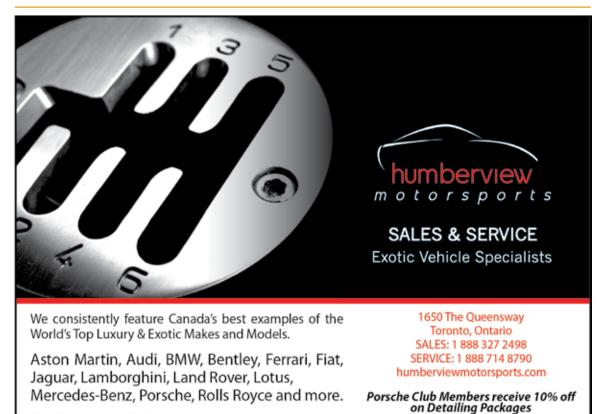
Peter's 2002 Red Boxster

Mine is a 2002, bought in April 2008. My wife, Janet, encouraged me to get it, as a "why wait 'til someday" idea. We had both been through a great deal and



thought it better to enjoy life now than wait for "someday" to arrive.

The part that was really interesting to us was the fellow we bought it from is a Christian. He decided to sell the Boxster to invest more into a ministry in the Philippines. After we had discussed the car and price a few times I had told him we were just too far apart and I believed I was still looking for another car. He contacted us a little later and said he had been praying about the sale of the car and was led to sell the car to us as we had been through a great deal and this would/could be part of the healing. Those were details we had not yet shared with him. So he had a new number in mind which was slightly more than we wanted to spend but way less than where he started. If we could meet that number it would take care of all of his needs and he would be happy to sell the car to us. So we did.



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THE PORSCHE-PHILE John Van Atter

1986 944 2005 325 Cab & 745 BMWs

n the late 80's I had been telling my wife
Pat how much I liked the 944s and how
much I wanted one. For Christmas in
1989 Pat gave me a Porsche key fob (which I
still have), thinking this would satisfy my urges
and desires. However, I took this as permission
to get a key that would attach to this fob. On
December 28 I ventured down to Performance
Cars in St. Catherines and purchased the perfect
entry-level Porsche (a four-year-old model). The
salesman was good enough to recommend going
to the Porsche Club meeting at Kobi's at 427 &
Dundas.



I was a little concerned that I would be meeting a bunch of stuck up people—thank goodness I was wrong. This started a new part of my life which is still in effect: UCR-ism!

One of the great findings was track days and driver education. I had always been a fan of Mosport (now CTMP) and was thrilled when I heard that I would be able to drive my car on the track

ARE YOU A PORSCHE-PHILE?

Join in our member profile page!

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

with instruction. What a blast! One of my first instructors gave me the best piece of advice I have ever received in my life: "Look where you want to end up, because you end up where you look." I have since found out that this not only works on the track, but also in life and when skiing. I have since progressed to become an instructor and have passed this excellent piece of advice on to many others

After a few years, I decided to get involved with the club and became a member of the executive as Secretary and progressing to Vice President and President in 1999, and then another two years as secretary in 2010 & 2011.

I have two great and one scary memory with my 944. The first great memory is instructing my son Michael at Mosport, and the scary one was at Mosport when I was following my good friend and track buddy Ken Jensen through corner two at Mosport. Here we are, good friends going through corner 2 as quickly as we felt we comfortably could, and I was looking straight into Ken's eyes as he spun directly in front of me! We didn't make any contact and we still laugh about this today.

My other great memory took place on the road. I do volunteer driving for the Canadian Cancer Society (something that I would recommend to anyone who has free time; I am more than willing to discuss this with anyone who would like information). One of my passengers found out I had a Porsche and we agreed his last appointment would be in the 944. Well we were coming off the QEW at the Trafalgar Road exit in Oakville, a little faster than the posted speed, and part way through the corner I looked over at my passenger who was hanging on with both hands and grinning from ear to ear.

I have enjoyed my 944 and UCR for the past 23 years and look forward to many more years with both.

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Fast Cars, Big Hearts

Smiles all around

By Neil Dowdell, UCR member

aturday May 11th was the first of four events for Fast Cars, Big Hearts. The event was conceived over the past winter by David Forbes, Dave Osborne and Walter Murray in conjunction with Hearth Place Cancer Support Centre. On hand at CTMP (Mosport) were Executive Director Andrea Shaw, Family Support Coordinator Carolyn Hoar, and 12 children and their parents. The children ranged in age from five years to mid-teen, and all are threatened by cancer.

During the DE lunch break red run group drivers volun-

teered their time and took the children and some parents around the famous track at highway speeds. The children and parents were delighted. David hopes to have more children attend the next event.













TRACK







hen was the last time you had your fire extinguisher recharged? Good question isn't it? One of the pieces of equipment that the DE program requires is a small chemical fire extinguisher in your car. It needs to be mounted with a metal bracket and securely fastened to metal in the car. A loose one will quickly turn into a missile. Always mounted within the driver's reach, this 2.5-lb safety device is not intended to turn you into a firefighter. We don't want drivers risking their safety, but having one at hand can be very helpful. Just a few years ago I put a fire out in my own car. Something simple like a popped O-ring on an injector can quickly burst into flames when the fuel hits the exhaust manifold. The availability of the extinguisher resulted in only some crispy wiring and some missing hood insulation instead of a roaring inferno that would have burned my garage down too. It was a good investment.

Something we don't often think about though, is the amount of pounding that our extinguishers take. As we throw our cars through the corners and threshold brake we expose them to lots of G-forces. Those forces pack the fire suppression powder into a tight brick of useless sludge. While the gauge stays reassuringly on full, all of the fire suppression powder no longer works. You might as well throw the extinguisher at the fire and perform a rain dance. So I would recommend that every couple of seasons you take yours to a fire equipment

company and have it recharged. It costs less than \$30 where I go and it will keep your extinguisher in top form in case you ever choose to use it. I still recommend throwing the extinguisher at the car and running away, unless it's in my garage.

I think June is the most important month of the DE season. There are several reasons for this. First and foremost is our opportunity to do some good in the world. Partnered with the Durham Down Syndrome Association again this year, we will have the joy of sharing a morning at the track with some really wonderful people. This year they have expanded their coverage to any child with unique medical, physical, cognitive, sensory and emotional considerations. Nothing makes you appreciate what you have more than sharing it with someone who might otherwise never experienced a Porsche on a race track. I come away from that event feeling so good I don't even want to kick small animals anymore.

That morning is followed by our Instructor Advancement and National Certification programs. This intense training afternoon allows those who teach to learn something and polish their skills. It also brings our more advanced Black run group drivers into the instructor group. Stephen only chooses the best and the brightest and puts them through the National Instructor Program to see if they have the skills required to train other drivers. These programs not only highlight an instructor's driving skills but also their ability to communicate those skills to a student. Some people are great drivers but would make terrible instructors.

The Saturday of our June event is highlighted by our invitation to ten families whose child has suffered the indignity of cancer. These young victims of cancer are being brought to Mosport by their parents to take a break and enjoy the spectacle of one of our events. We will be arranging a touring group of cars to take them for rides on the track at lunch time. We will also be providing a Flagger's Lunch to the children and their care givers. Volunteer instructor drivers will be greatly appreciated. This small program will be administered by David Forbes of Fun Run fame. So if you're an instructor and wouldn't mind spending 15 minutes making someone's day, then let Tower know and we'll put you on Santa's "Been Good" list.

Aside from all of the Advanced Driver Education going on that weekend we also have our annual Track Walk. This is the event of the summer if you're a serious driver. Our Chief Instructor, Stephen Goodbody, walks the 2.5-mile road course with a mob of enthusiastic drivers. He points out all of the places where you should be driving for grip and speed. He even points out a few of the places you don't want to end up. This walk never ceases to amaze people with the elevation and grip changes that Mosport (CTMP) offers to the serious driver. This year may be even more important as we all struggle to master the new surfaces. Those who take the Track Walk always experience real progress the following day as they put their new-found knowledge to work. The more immediate reward is that the beverage van is always just around the next

You have to admit that it's a lot to cram into a single Advanced Driver Education weekend. The organizers and your Track Team are doing everything in their power to give you an exceptional experience for your DE dollar. If that's not enough for you in the month of June, you have to sign up for the Advanced Solo Lapping part of the UCR Club Race. This event, for signed-off drivers only, takes place on June 28, 29 and 30 and provides lots of Porsche and BMW racing interspersed with a great Solo Lapping experience. Mike Edmonds and his amazing crew of race fanatics put on a very successful and fun event. Don't just go out there and drive. Sign up as a volunteer and help make the event happen! After all, this is your club and you can take pride in the quality of our events. Without our membership participation it would all be a waste of time.

I'm looking forward to sharing the track with you in June. Dave



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OBJECTS OF DESIRE



Emily Atkins
Provinz Editor

Tempted by Tweety



Photo by Will Chiu

t's not the first time I've driven a Boxster, and it's not the first time I've been tempted into thoughts that things could be very different in my driveway and at the track. But there was something particularly compelling about the week I recently spent behind the wheel of a brand new "racing yellow" 2013 Boxster S.

From the moment the brilliant canary caught my eye, still a block away, I could feel the excitement rising. Giddy like a kid going on a rollercoaster ride, I hurriedly signed the 12 pages of paperwork Porsche finds necessary before handing over the keys for one of its babies to a member of the press. I tried to hide my enthusiasm and adopt the appropriately jaded mien of the experienced car reviewer, but who was I kidding?

It was a sunny spring day, warm enough to put the top down, the car had a manual transmission and whoever optioned it had chosen beautiful, yellow seat belts to match the body. Sweet. Never mind it still had winters on. Never mind that an envious colleague dismissively nicknamed it Tweety Bird. I didn't care.

From the moment the cockpit snugged me in I was truly hooked. The exterior was flash, for sure, but driving this car is a dream. It has everything my 944 is missing; isn't it funny how you suddenly notice features you hadn't known were lacking?

Where the 944 is sluggish and slow, waiting for the turbo to spool up, the Boxster S just goes—fast—without complaint. Where the 944's clutch is quite firm, Tweety's is quick and forgiving. The steering is so easy; I realized I only have biceps because of driving the 944 with its stiff wheel. (If Tweety were mine I'd have to spend more time on my arms at the gym.)

There's nothing quite like having your eyes opened to the flaws of your current ride by a younger, faster version. After all, the Boxster S holds the same place in the current Porsche lineup as the 944 Turbo did back in the 80s—the higher level of the entry-model car.

One of the epiphanies we all probably have at some point in our cars is that people look at them. But different people look at different Porsches. With the 944 it's usually guys in the mid-forties age range who check it out. Tweety appealed to a broader range, including more women and younger people. Or maybe it was just that I was driving around in marginal weather with the top down and they thought I was nuts.

I drove the yellow bird around for my full week, even heading out to say hello at the first IDS. Although the car did get a good workout, I am looking forward to an upcoming Porsche event to try it out on the track.

In the meantime, I'm back in my silver car, driving the track and autocross with gusto. And you know, there's an important lesson I learned from my week with Tweety. Having such a beautiful brand new vehicle is definitely a treat and a privilege, but it also carries a great deal of responsibility and not a little stress. We all know that sickening feeling when the first scratch or dent arrives on a new car. Now imagine if you had to take a borrowed car back with a scratch or dent. Fortunately, that hasn't happened, but it does make me appreciate my less-than-perfect 944 for the relaxed feeling I have when driving it.

It's also given me an even greater appreciation for the robustness and enduring style of Porsche cars in general. You don't see too many other marques of car where a major percentage of the vehicles in an active, track-driving club are twenty years old or better.

So, while I'd be happy to adopt Tweety to park beside the silver car, I'm happy just the same with the old turbo.

But ask me again once I've driven the new Cayman.

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A flurry of activity May DE ends in a blizzard By Emily Atkins, Provinz Editor

or once CTMP (Mosport) can't hog the spotlight for bad weather. The freakish storms that wiped out the final runs

on Sunday due to "accumulation" on the track were experienced throughout southern Ontario, giving everyone an equally soggy, slippery Mother's Day.

Notwithstanding the very questionable weather, the May DE offered UCR members both new and old a chance to take in the newly upgraded track at CTMP (Mosport). By all accounts the track is living up to expectations and offering a good driving experience.

The new tech form and helmet inspections took a little extra time on Saturday morning, but the new tech line chief, Wallace Bradley, had a well-planned system that made it all run on time.

One major difference for volunteers particularly is the new tower location, across the track from turn 10. It's a





fairly long hike to go cross country—down to the frontstraight bridge, then back across the newly seeded grass in front of the conference centre and up the slope to the building's entrance. The smart option appears to be taking the car through the new tunnel, which may not be too heart-healthy, but it does help ensure you make your run group without missing precious track time, and it's drier when it snows.



New Cayman unveiled at UCR's first western social

By Mike Bryan, UCR Director

hat better use of this first real spring day than to fire up your Porsche and head out to London for a UCR Social, hosted by our friends at Porsche of London. This wasn't just any UCR Social; it was the first to be held in the western area of our Region and it was



planned for this date so that our members could witness the unveiling of the new Porsche Cayman. Well before the scheduled start time of 9:30am members began to congregate in the Porsche of London showroom, admiring the fabulous 911s, Boxsters, Panameras and Cayennes and enjoying the dealer's hospitality. It didn't take long for the showroom to fill with nearly 50 UCR members and a few bemused visitors.

Chris Leavens, the Porsche of London dealer principal, welcomed our club and introduced his key staff who would be on hand to answer questions and chat with our group. UCR Vice President Arthur Quinlan and Director Mike Bryan, thanked Chris and explained how this event had come about. The two main factors were: First, our wish to co-operate in areas of mutual interest with Porsche dealers and others who sell and service the vehicles we love, and second, to provide club events for UCR members outside the GTA.

And then it was time for the main event—the unveiling of the new Porsche Cayman. With a flourish, Chris Leavens whisked off the silky shroud to reveal this sensuous new model in luscious red. With Nick Rajewski on hand from Porsche Cars Canada, plus Chris and his



team, there was every opportunity to learn about this latest evolutionary step in the Boxster family. After fielding a wide range of questions about the new car, Chris invited our group to test drive it. Suffice to say that when you thought you were already driving one of the world's best cars, you were now driving a significantly better one around the block in the suburbs of London.

Thanks to Chris Leavens and his team for their warm welcome and to our western-based members for supporting this first social in London. A UCR/Porsche of London Fun Run is scheduled for the fall and we hope that members will propose other local events so that they can enjoy the camaraderie, learning and fun that are generated whenever Porsches and their drivers come together.

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The Journal of Upper Canada Region

Coneheads rule

Autocross pops the clutch on the 2013 season

Photos by Mackenzie Katzel

By Mario Marrello, UCR Autocross Chair

ay 19 marked the first date of the 2013 Autocross event calendar. In contrast to recent weather, this day brought us 25C temperatures and clear skies.

Hosting the event on the Sunday of this year's May long weekend initially sounded risky, but even so the event was oversubscribed, putting a few people on the wait list. My apologies to those who couldn't participate. We've learned we must maintain a limit on the number of participants to ensure safety of the event and spectators and also to ensure there isn't too much wait time between runs. 26 registered drivers is a realistic maximum.

UCR Autocross is attracting a number of attendees who have made it a regular event for themselves. This is great news for the success of autocross and it improves the social aspect, as acquaintances are reestablished.

I would like to extend my thanks to Geoff Sheffrin who volunteered to help design the course and monitor participant registration and Kirk Katzel who monitored the course, cleared the stop gate and fixed fallen cones. As usual, my son Paul was also there to help with timing and registration, with added support from his cousin, James. Many people ask if it is OK to bring kids to this



event. We encourage it. As autocross is a moving event, insurance regulations demand certain waivers be signed. Please check the autocross page on the website for details; follow the link to "Downloadable Insurance Forms and Instructions".

The Toronto Star on Weston Road in Vaughan has graciously made its parking lot available to us for several years now and I would like to extend my thanks to all involved. To make autocross available to a wider audience, we continue to search out new locations, so please email me directly if you have any suggestions. I would also like to extend an invitation to anyone interested in taking photos. I'm looking to update my photo collection and the photos on the web (editor's note: not to mention Provinz)!

As always, check the UCR website for up to date details on dates, locations and registration information.







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Vaughn & Jennifer, welcome you to come on out and enjoy your day



THE STEERING COLUMN



Emily Atkins
Provinz Editor
porschemily@rogers.com

leep is for winter time. I've been at the track or a UCR event almost every weekend since the middle of April. Hard to believe it's already June and two driving months of the 2013 season are already in the rear-view mirror.

May was busy with Driver Ed, three Fun Runs and the

first Autocross of the season, and June is a block-buster month for driving and car-appreciation events. Scan through the pages of this magazine and you'll see promos for the charity driving day at CTMP (Mosport), Driver Ed, the Bear Manor Fun Run, the Legends of the Autobahn show, the Yor-kville Exotic car show, Club Racing and, of course, the monthly Social, this month at Pfaff Porsche in Vaughan.

Will you attend at least one of these events? The club's volunteers are taking a lot of their precious personal time to meticulously plan and organize each one of these opportunities for you to get out in the sunshine and use your Porsche.

I have enjoyed meeting a number of new club members and participants at DE and Autocross so far this year. The enthusiasm these new members bring to our activities is infectious and gratifying to see. Welcome aboard to all of you. On behalf of all the club's event chairs, I think it's safe to say we do this for you, and we hope you will enjoy the club's activities enough that you'll share your fresh perspective and ideas with us so we can continuously improve our offerings.

This certainly applies to Provinz, so again, I encourage each of you to get in touch with me and share your stories about your cars, driving and the club. I really love hearing from you; it's your participation that makes the magazine interesting for everyone.





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n an April blog, Star writer Jim Kenzie reported as follows: Peter Wright, one of the truly nice guys in the world of Canadian motorsport, passed away April 14 from cancer. He was 66 years old. He is survived by his wife Lorie. He founded Contact Patch, a mobile tire service company which supported events ranging from



John Adam

media and corporate tire testing for companies like Bridgestone and Yokohama, to Porsche Club events at Mosport. He navigated for Jud Buchanan in four Targa Newfoundland rallies in Buchanan's Acadian Canso coupe. When Porsche Canada initiated its Advanced Driving Program in 1986, Peter was signed on as one of the instructors.

"He just loved to help people learn how to drive!" said Buchanan."He'd be the most cheerful guy every morning, and couldn't wait to get out on the track to impart his knowledge to others."

His ever-present grin and equally ever-present pipe will not be forgotten.

A reminder to help with your weekend racing entertainment. There is a local web site that is a gold mine of exactly the race information that you need.

PERIPHERAL VISION

Oakville's George Webster provides George's race listings for the current month. He gives you the day, date, time and channel for all of his race picks. What more could you ask for? It is carried on The Star "Wheels" web site at http://bit.ly/PlPRcg. It's a great web site for race fans. Check it out.

For NNJR at Watkins Glen August 2 to 4, registration opens this month. For The Glen, we have found Corning to be the better place to stay, with more shopping, a variety of dining and a pleasant environment. About four hours will get you to the hotel. From Corning, it's a very easy drive to the track, with a two traffic lights and one stop sign from the hotel all the way to the track.

For further information on other driver ed events, check the PCA web site, which has a searchable calendar. 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.

We look forward to seeing you trackside.







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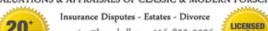
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