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



MARCH 2013

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Canada Post Publications Mail Agreement Number: 40042299

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## NOW ONLINE

Board Minutes: <http://pcaucr.org/ucr-board-minutes/>

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

The Mart: <http://pcaucr.org/classifieds/>

Classified ads can be submitted through the website.



Cover photo: C'mon Spring! Cover Image by Ronan McGrath.

# 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](http://www.pcaucr.org)

## JANUARY

8 Tues UCR Social

## FEBRUARY

12 Tues UCR Social: See page 10 for a report  
16 Sat Fun Run: Valentines in Niagara-On-The-Lake

## MARCH

1 Fri Ski Day, Osler Bluff Ski Club  
12 Tues UCR Social  
23 Sat Cayenne Fun Run: Sugar Shack Run

## APRIL

9 Tues UCR Social  
13 Sat Introductory Driving School, CTMP Training Facility  
20 Sat Open House: Shift into Spring  
27 Sat Introductory Driving School, CTMP Training Facility

## MAY

4 Sat Fun Run: Muskoka Spring Run  
11-12 Sat-Sun Driver Education, "Swing into Spring", CTMP  
14 Tues UCR Social  
18 Sat Braidan Tire Brunch, Markham  
19 Sun Autocross: Toronto Star, Vaughan  
25 Sat Fun Run: Beaver Valley  
26 Sun Fun Run: Kawartha

## JUNE

1 Sat Fun Run: Porsche of London, Simcoe County  
7 Fri Charity Event, Black & Red Run Group Training Day  
8-9 Sat-Sun Driver Education, Track Walk Event, CTMP  
11 Tues UCR Social  
15 Sat Fun Run: Bear Manor Niagara Escarpment Run  
15 Sat UCR Rally, Location TBD  
15 Sat Legends of the Autobahn, CTMP  
16 Sun Yorkville Exotic Car Show  
28-29-30 Fri-Sat-Sun UCR Club Race & Advanced Lapping, CTMP

## JULY

9 Tues UCR Social  
12-13-14 Fri-Sat-Sun Driver's Education, Can/Am with NNJR, CTMP  
19-20-21 Fri-Sat-Sun ALMS race and Porscheplatz, CTMP  
28 Sun Fun Run: Collingwood  
28 Sun Autocross: Toronto Star, Vaughan

## AUGUST

13 Tues UCR Social  
17 Sat Introductory Driving School, Shannonville  
17-18 Sat-Sun Driver's Education, Shannonville  
25 Sun Autocross: Toronto Star, Vaughan

## SEPTEMBER

6-7-8 Fri-Sat-Sun Targa Muskoka  
10 Tues UCR Social  
14 Sat Fun Run: Porsche of London, London Run  
15 Sun UCR Concours, Location TBD  
21-22 Sat-Sun Driver Education, Fall Colours, CTMP  
28 Sat Fun Run: Muskoka Fall Run

## OCTOBER

8 Tues UCR Social  
19-20 Sat-Sun Driver Education, Oktoberfest, CTMP  
26 Sat Cayenne Fun Run: Porsche-Abilities Family Run  
26 Sat UCR Rally, Location TBD

## NOVEMBER

12 Tues UCR Social

## DECEMBER

10 Tues UCR Social



# PRESIDENT'S FORUM



Walter Murray  
UCR President

Spring is just around the corner and the -35°C nights in Muskoka are but a chilling memory. That can only mean one thing—we are ramping up for the start of another great season of Porsche activities. Your event Chairs are ready to go whether it is DE, Fun Runs, Shift Into Spring, Concours, Autocross, Targa Muskoka, Club Race or Rallies. So pick your activity, get out and enjoy your Porsche and meet some wonderful people.

As you participate in the event, take a moment to say thank you to the event organizers for all the hours they put in to bring us such great activities. Also let us know how you enjoyed the experience and what we might do to improve the event. That is how we will know we are bringing you the quality events in which you are interested and we will continue to grow as a club.

Talking of growth, we are delighted to advise that for the fourth time in the last five years, we have won PCA's Award for the Greatest Net Growth and we now have 2056 Primary Members and 1220 Family/Affiliate Members. We are one of the largest regions within PCA; we've come a long way since UCR was established in 1976! We will also be competing for the Best Region Award, The Best Magazine and the Best Website. Wish us luck.

But, before we get too carried away with our own enthusiasm, the central question is where we believe we want to go over the next several years. That's why Mike Bryan and his Vision for The Future Committee are busy beaver away to come up with a strategic direction. Stay tuned for their interim report in the next few months. It is also not too late to share your views with us and I would encourage you to share your thoughts. Let me or Mike know what is on your mind.

As we reflect back on the club's growth, we need to again extend a BIG thank you to Downtown Porsche for providing a free PCA membership with every car sold. Their generosity has clearly underpinned UCR's growth. Our relationship with Dealer Principals is a key attribute in running a successful club. That is why we go through a Relation-

ship Review with each Dealer and for that matter, also with Porsche Canada. We strive to lever the synergies between us and work together to enjoy the Porsche brand.

In this regard, Mike Bryan our Director and Membership Chair and I recently met with Chris Leavens, the new Dealer Principal in London. Chris is a great supporter of Fun Runs in his area and we will work with him and his team to help launch a Dealer Social. We also learned his father Ed Leavens was a very successful North American race car driver during the period 1956-1961. He raced against such notables as Stirling Moss and Bruce McLaren. He is an inductee to the Canadian Motorsports Hall of Fame.

The next meetings will be with Downtown Porsche and Pfaff who have been great supporters for many years. Their Dealer socials are always the highlights of our monthly socials. In due course, we will also meet with the new Porsche Dealer in Oakville. So we are not standing still. On another front, we also need to acknowledge the great support of all advertisers in Provinz. So to all the 20-plus advertisers, a great big thank you. Without your support, we would not have the world-class magazine in Provinz. By extension, this flows to our website also.

As I keep emphasizing, our volunteers are the engine that drives our club activities. So let me welcome some other members to our Volunteer Pool. Stepping forward have been Mark Solomon, Terry Ashcroft and Helge Koch. Welcome aboard gentlemen, and thank you.

Let me close by saying I am excited about our event lineup for 2013. We have never had so many activities planned, and already sign-up is at record levels. So don't be disappointed, select your event and sign up now and remember, let us know how you enjoyed your experience.

Until next month, and drive safely.

Walter Murray





# Welcome! NEW MEMBERS

Name	Location	Model	Thanks To
David Black & Sandra Smith	Toronto	09-911	Web Site
Khalid Eidoo	Mississauga	12-911S	
Artur & Lisa Hausz	Courtice	10-911	
Daniel Ilias & Anne Lepki	Burlington	95-911	Trf-In Canada West
Han Kim	Toronto	10-911T	
Alexander Lendvai	Guelph	04-911 GT3	Andy Lammer
Kyle Marcelli	Barrie	09-911 GT3 Cup	
Carter Marshall	Toronto	87-924S	
Harold Rapp	Kirkfield	02-911	
Robert Schultz	North York	13-Cayenne	Downtown Porsche
Jim Sistanis	Stouffville	07-Boxster	Russ Peacock
William Thomas	Etobicoke	12-911S	
Paul Turuta	Toronto	05-911TS	Richard Maskobi
Wai-Kong Wong	Markham	96-911	Jasper Man

## Congrats! ANNIVERSARIES

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Hilary Stuart-Williams

**25  
YEARS**

Douglas & Peggy Turner



**20  
YEARS**

Peter Paul Du Vernet  
Kathy Pastushak  
Colin & Gail Stewart  
Bruce & Beth Usselman

**15  
YEARS**

Peter Carroll  
Robert Graham  
George & Michael Wong

**10  
YEARS**

Anthony Boueilh  
Grant DeMarsh  
Zoran Halavanja  
Harold Kwok  
Jaak Lepson  
Dean & Maria Novak  
Mary Robertson-Lacroix  
Annabelle Taylor  
John Walter

**5  
YEARS**

Gary & Sheryl Beutler  
Sam Davidson  
Chris Duggan & Liza Salvador  
Bruce Hatherley & Judy Parks  
Peter & Nick Hoffman  
Jamie & Jenifer Horvat  
Mark Kane  
Greg Martin  
Kent Mascotto  
Peter Scherm  
Don Tabacoff

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

*Sports and Event Photography* by michael a. coates  
905 . 592 . 1962



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# TARGA MUSKOKA

## SEPT 6-8, 2013

## BACK BY POPULAR DEMAND



Photo by Hazel de Burgh

In our survey of 2012, you universally indicated you wanted to see Targa Muskoka 2013. We are happy to announce it's on!

Home base will be the beautiful **Patterson-Kaye Resort and Spa** on Lake Muskoka ([www.pklodge.com](http://www.pklodge.com)). Since early 2012 it has gone through a total makeover. Glenn Kitchen (no pun intended), the head chef, came from Casino Rama, having led the kitchen there for 15 years. The facilities are all first class but retain the Muskoka charm. Sign up early as this event will sell out quickly.

**WHEN:** Friday evening, September 6 to noon Sunday, September 8, 2013.

**WHERE:** Home base at the beautiful **Patterson-Kaye Resort and Spa**, on Golden Beach Road, Bracebridge, on Lake Muskoka.

**KICK-OFF:** Friday, September 6, 6-8pm, reception at the resort, hosted by **David and Anne Forbes**. Open bar.

**THE RALLY:** A weekend fun rally for the amateur, organized by **UCR Rally Master Sajjad Butt**. Depart the Resort Saturday at 10am. All you need is a car, a driver and a navigator. No GPS skills required, but an ability to read an odometer and check the landscape for landmarks will ensure a mountain of fun—just ask the participants at last year's Targa Muskoka.

**SATURDAY LUNCH BREAK:** Location not yet finalized.

**SATURDAY EVENING:** Back at the resort, take out a canoe, kayak or motorboat for some fun before our evening activities commence. If the weather cooperates, sun bathing or swimming in Lake Muskoka can also be on the agenda. The evening reception, with a champagne toast, will start at 6:30pm with dinner at 7pm. Meal selection will be beef, local trout or vegetarian, with wine included.

**SUNDAY:** We kick off at 10am and wind around Muskoka to finish back at the resort for a fabulous Patterson-Kaye brunch. Results will be announced during the meal.

**FUN GUARANTEED, NO EXPERIENCE NECESSARY.** Our route will again sample the best rally roads Muskoka has to offer. We are limited to 33 rooms at the resort so you will need to book early. We have arranged an attractive room rate of \$120 per couple and when you call the resort 1-800-561-6998 or 1-705-645-4169 make sure you mention you are with the Porsche Club's Targa Muskoka.

I look forward to again welcoming you to Muskoka. Should you have any questions please call or email .

Walter Murray, Event Chair.

Home 705 646 1176

Cell 705 394 8746

[murray.dexta@gmail.com](mailto:murray.dexta@gmail.com)



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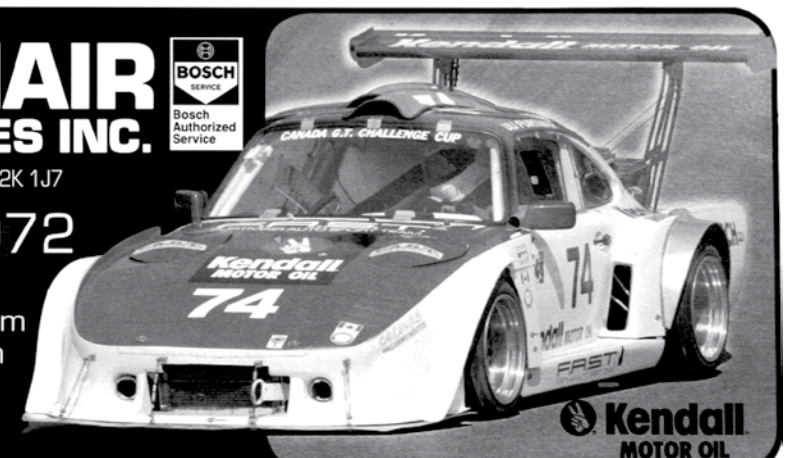
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# CALLING ALL CONCOURS JUDGES AND THOSE WHO WANT TO BE

We need you for the May 18, 2013 ZONE 1 Concours to be held at the RED HOOK Brewery, Portsmouth, NH.

If you can help us with this, please contact (by April 30, 2013)

Jay Gratton, North Country Region  
jeg914@aol.com  
603-440-9804

with the following information:

Preferred model (not your own, if entering the Concours) - first and second choices  
Preferred area (first and second choices): Exterior (head judge), interior, storage or timer

The facility will be open by 9:00AM with Judges cars being placed at 9:30 AM and others beginning at 10:00 AM. A Judges Workshop reviewing scoring, deductions, procedures, consistency, approach to participants, etc will be held between 10:00 and 10:50AM. While this workshop is especially important and **mandatory** for all new judges, it will be a good review for approved PCA National Judges who are welcome and encouraged to attend.



Join us for the 13th Annual CLASH AT THE GLEN May 31st - June 2nd 2013

Hosted by the Regions of Zone 1 at  
Watkins Glen International Raceway in Watkins Glen, NY

Featuring practice sessions, practice starts and fun races on Friday.  
2 Sprint Races on Saturday and a 90 minute Enduro on Sunday.

Registration opens on Monday, April 15th at 10:00 p.m. EDT <http://register.pca.org>  
Early registration and hotel reservations are recommended.

Visit the Zone 1 website at <http://zone1.pca.org> and <http://register.pca.org> for event details.

For additional information contact  
Jennifer Webb at [jenniferbischoff@hotmail.com](mailto:jenniferbischoff@hotmail.com) or 514.235.0157  
Pete Tremper at [tremper9146@aol.com](mailto:tremper9146@aol.com) or 609.221.3854

## THE WAY WE WERE...

### 35 Years Ago

President was **Peter Ober** and Editor **Les Smith**. *Provinz* had an ad from Mosport Racing School with **John Powell**, Chief Instructor. **Powell** was also to do the May DE class session and trackside tech inspection. Twenty five drivers would be allowed to register at a cost of \$100, payable by certified cheque or money order. For the Zone 1 Watkins Glen Weekend, UCR was allowed 17 drivers at a cost of \$32.50. The Corvette Club autocross was going to let five Porsches run. *Provinz* postage was 14 cents.

### 25 Years Ago

Gasthaus Schrader had been sold and March was to be our last monthly Social at this venue. That spot was perfect for us. Twenty years later, we are, once again, looking for a new base for our Socials. Tire Tech was coming up. It was the precursor to Shift Into Spring. **Dennis Rak** discussed gasoline formulation and its effects. His shop would be installing fire extinguishers for DE events. **Maurice Phillips** was promoting a rally. **Karl Schiffman** had produced a DE video and was selling copies.

### 20 Years Ago

*Old Phil White* was his usual funny self when he wrote about getting replacement license plates. **Paul Robinson** was promoting his autocross series and preparing for competition at Cincinnati Parade. **Terry & Irene Orr** joined. Membership anniversaries were being noted for the first time. **Bruce Farrow's** Classic Porsches talked about starter motor issues while **Ben Ciantar** was into limited slip differentials. **Rudy Bartling** & director **Al Solaroli** announced their new shop, Hypertech Motorsports. PCA Club Racing was in its second season and there were seven races on the schedule. **Mike Tamblyn** & **Peter-Paul DuVernet** were promoting a Rookie Day, where our various events and activities would be explained and demonstrated.

### 15 Years Ago

**Mike Acerra** was DE Chair and **Stephen Goodbody** was Chief Instructor. We had four dates on the skid pad. Our DE program had matured. **Rick Bye** had been injured in a collision on his way to Daytona and first news was just becoming available at our print deadline. Pfaff Autowerks was new and Porsche parts prices were advertised at newly reduced levels. **John Van Atter** reviewed the hugely successful Charity Auction, which raised over \$13,000.

Contributed by John Adam, UCR Historian



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**Isabel Starck**  
UCR Socials Chair

# SOCIAL EVENTS

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

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

## Upcoming Events

### March 12th, 2013

Mimico Cruising Club, 200 Humber Bay Park Road West, Toronto, Ontario, M8V 3X7.  
[www.mimicocruisingclub.com](http://www.mimicocruisingclub.com); 416-252-7737.  
Speaker: Claude Sevigny of Meguiar's

### April 9th, 2013

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

# FEBRUARY SOCIAL

CTMP's Carlo Fidani

By John Adam



L-R: Tim Sanderson, Mario Marrello, Carlo Fidani and Walter Murray

**C**arlo Fidani, the new co-owner of Canadian Tire Motorsport Park (CTMP) had a full house for the joint PCA-UCR and Trillium BMW club social at the Mimico Cruising Club. Members listened intently as he described details of changes now and in the future at CTMP. An artist's rendering of the new tower facility was spectacular. He spoke of customers of the future and how the facility would be developed to attract both the enthusiast and the corporate world.

An adjacent 60-acre parcel has been purchased so that major events can accommodate camping. Public safety was an early issue to the new owners. As well, new run-off areas and other changes required by sanctioning bodies for major races have been addressed.

In 2014 the driver development track and oval will be combined into a new facility, which will be akin to shorter tracks like Lime Rock. This new track will appeal to specific groups, while the main track will be there to match the skills of high performance drivers.

Though track rental prices will climb, it is expected the added value will be recognized by the target audience.

After a seemingly unending series of questions to Fidani, president Walter Murray had to call the evening to a halt. We needed to go home and get some sleep!



All images by Michael A. Coates

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# UCR TECH SESSION

**Tech Editor's Note:** Once again our friend Pedro Bonilla at Pedro's Garage has generously provided us a tech article, this time on tire pressure at high speeds. After perhaps brakes, tires are the most important items on our Porsches not only for safety but also for performance, since without good quality tires all the wonderful capabilities crafted into our great cars would be left untapped.

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



George O'Neill  
UCR Tech Editor

## Your Tires at High Speed

by Pedro P. Bonilla, GCR PCA

**T**ire inflation specs are based on what the manufacturer considers “normal” driving conditions.

But, because of the cars we drive and the club we belong to, many of us have the opportunity to go beyond “normal” driving conditions at the track during the Driver Education events organized by our PCA and other auto clubs in the area.

Let's try to put it in perspective.

Even though we tend to think that properly inflated tires are perfectly round, they truly aren't. Because of the weight they carry (the vehicle, fluids, articles being transported and passenger(s)), the bottom half of the tire's sidewalls bulge and the tread flattens where it contacts the road. But on the top half of the tire, the sidewalls straighten out and the tread curves back into its molded round shape. This difference in shape between the top and bottom halves of a tire is known as “deflection”.

This deflection will occur with every revolution of the tire, so picture this: A 225/45/ZR17 tire could be considered a standard front tire in a Boxster, Cayman or Carrera. This particular tire has a 25-inch overall diameter and after doing the math, we know that this tire will turn approximately 807 times every mile. At 25mph this tire will roll 5.6 times per second, at 70mph (the speed limit on some US highways) it will roll 15.7 times per second and at 140mph (the speed right before braking for turn 17 at Sebring) the tire will roll a daunting 31.4 times every second. This means that the tire is changing its shape from

its unloaded to its loaded state and back every 3/100th of a second.



This constant tire deflection plus the friction of the tire against the road (or track) generates tremendous heat build-up in the tires. Since the tires are filled with air (or nitrogen) which is a gas, Boyles Law demonstrates that if the volume of gas is maintained constant, its pressure is directly proportional to its temperature, therefore your tire pressure will go up as the tire gets used, and the faster the tires spin, the faster the temperature and therefore the pressure will build up.

The rule of thumb is that the tire's pressure will increase by one psi for every 10° Fahrenheit increase in temperature, or one psi for every four minutes of use during the first 20 minutes of operation.

All of the above is how a thermodynamics engineer may in an overcomplicated way say what basically means the faster you go, the higher your tire pressure will be.

So, when we're at the track or autocross we must keep in mind that we will have a tire pressure increase as soon as

the tires start to heat up. This will alter our car's handling, so we need to carefully monitor the pressure throughout the different sessions during the day.

But how do we know what the ideal pressure is? We should generally start with the recommended pressures from the car's manufacturer. Then, the tires will tell us if they need more or less pressure.

Most modern high-speed rated tires have special markers to show us the optimal tire patch.



This triangle tells us where the edge of the optimal tread wear should be. As you can see above, the wear is a little short of the marker, meaning that we have too much pressure.

Dropping a couple of pounds of pressure and then hitting the track again gives us the optimal patch, as seen below where the edge of the wear is right to the tip of the marker.



Also, always keep in mind that you should never inflate beyond the tire's maximum pressure, which is stamped on the tire's sidewall.



For more information about tires and other topics of interest for your Porsche, please visit our website at: [www.PedrosGarage.com](http://www.PedrosGarage.com)

Keep an eye on your tire pressures and ...  
Happy Porsche'ing,  
Pedro

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## Are you ready to shift into Spring?

Our annual PCA-UCR Open House has been confirmed for Saturday April 20th. This family-filled event will throw off the shadow of a long winter and will bring out the Porsches! Further details are coming, so mark it in your calendar and keep posted!

Mark Solomon, Chair, Open House Committee,  
[ml.solomon@rogers.com](mailto:ml.solomon@rogers.com).



## Edge of the World Group

Do you live east of the GTA? Would you enjoy occasional get-togethers with other UCR members for coffee and/or tours on some of the Durham Region's and Northumberland County's great roads?

If so, contact Terry Ashcroft at [tashcroft1@cogeco.ca](mailto:tashcroft1@cogeco.ca) to help get this new UCR member group moving!

## Windsor - Essex Group

Being three-plus hours away from most of the club activities is somewhat limiting. I'd like to start an informal group of owners in the area if there's enough interest. Thinking of getting together perhaps once a month or so...please feel free to contact me via e mail ([garnett@cogeco.ca](mailto:garnett@cogeco.ca)) if you have any interest. If there are enough responses we'll pick a spot that's most convenient and go from there.

Gerry Arnett



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# Why I own a Cayenne

By Steven Revoy,  
UCR member

First of all, owning a Porsche has been a lifelong dream of mine ever since I saw my first Porsche in the mid-sixties. I have followed Porsches through time, always being envious of those who owned one. When I thought I was ready and able to buy one, I looked at new but couldn't afford it, so I looked at used ones. I wanted a 911, but the practicality didn't make sense to me, basically a two-seater and low to the ground, not practical in winter. So I started to look at Cayennes and fell in love with them. I took a couple of them out for spirited test drives and was amazed at how well they handled, and they were comfortable to boot!! Once I decided it was just a matter of paperwork.



I joined the PCA UCR with the hopes of meeting people with the same Porsche passion that I have. WOW, what a group of great people. At first a few made jokes about a Cayenne not being a real Porsche, but I argued that it indeed was. To me we are all just car guys and gals.

I attended the UCR IDS in April 2012, getting looks and snickers from other new Porsche owners, but I didn't care. I was amazed, and so were the instructors, at how well the Cayenne handled every aspect of the IDS program. It's really amazing at how fast this big vehicle can stop when needed. I then signed up for the DE program in May. I was informed that I was the second person to attend a DE day with a Cayenne. What a blast! I had a lot of fun at CTMP, and boy can this vehicle handle! I learned a lot from great instructors who were also impressed at how well it handled.

Why do I own one?

Well, for me it's not too complicated. I love the brand, I love the looks and I love the versatility of the vehicle. I also love the ooohs and ahhs I get from people. Carrying five adults in comfort or hauling cargo (that wouldn't fit in a 911), navigating a rough cottage road or trudging through the snow, the Cayenne fits the bill.

Now as an active member of UCR, I have been asked to put together Fun Runs for the Cayenne owners of the club. And, just from looking in Provinz every month I see a lot of new members with Cayennes. We had our first event last fall at Ganaraska Forest. Six vehicles, with 14 participants came out. We did some mild off-roading, so as not to put the vehicles at risk. We got our vehicles dirty but that was about it. Everyone had a great time.

The story in the January issue of Provinz, by Kathrin Menge, of her experience with a new Cayenne's delivery expresses a passion that I share, as I am sure many others do. Also in the same issue, Emily's article, Going Alone, in her column, Objects of Desire, so completely describes how I feel about driving and I'm sure I'm not alone.



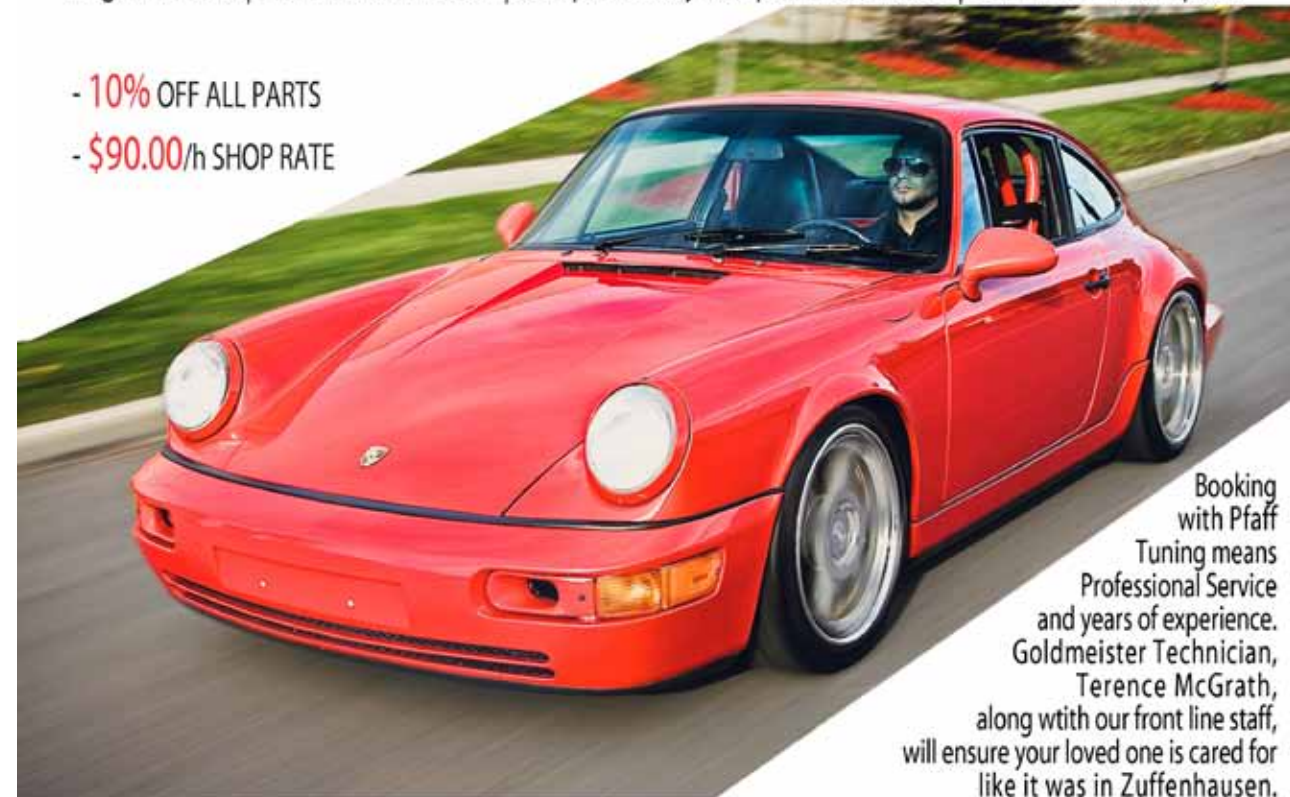
Cayenne owners can attend any club event and participate, but most seem to be shy and think they aren't welcome. Au contraire! A Porsche owner is a Porsche owner. We all love the vehicles from the 356 to the new Macan.



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- Benjamin Franklin

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# 2013 FUN RUNS



photo by Emily Atkins

## 2013 Fun Runs Schedule:

A 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.

- March 23:** **Cayenne Sugar Shack Run**, Steven Revoy, [srevoy@gmail.com](mailto:srevoy@gmail.com), 905 837-8591.
- May 4:** **Muskoka Spring Fun Run**. We would have a mid-morning start from Bracebridge, with a stop in Huntsville or Rosseau for lunch at one of the local Bistros, then spend the balance of the drive enjoying the beautiful Muskoka countryside. Following the drive, it's back to our home for refreshments. Anne and I plan on having dinner (sushi) at Wabora, a Japanese restaurant in Bracebridge. Please plan to join us there for an excellent dining experience. There are many wonderful resorts here in Muskoka, we would be happy to assist in setting up overnight accommodations. David Forbes, [David.Forbes@NBPCD.com](mailto:David.Forbes@NBPCD.com), 705 788-8828.
- May 25:** **Beaver Valley Fun Run**. Hosted by Hazel deBurgh and Dwight Dyson. After registration and the drivers' meeting at 10am in Shelbourne (at the junction of Hwy 89 & 124), we'll depart at 10:15am on a twisty/hilly route north. Next up: a hearty lunch in a local restaurant at around noon, then we'll continue past waterfalls, lakes, rivers, and streams. We'll have a 45-minute stop in Thornbury, then we'll be on the road again to see one of Ontario's most breath-taking vistas. Our final destination will be the Blue Mountain resort, by about 4pm. Our event will conclude with an awards ceremony and prizes for the driver and navigator who were paying the most attention along the way. Fun Run will be limited to 20 cars; contact Dwight [dwight.dyson2@sympatico.ca](mailto:dwight.dyson2@sympatico.ca) to book your spot, or call 519 599 5533.
- May 26:** **Kawartha Fun Run**. The event will start in the Peterborough area. Registration will be at 9:30am with the start at 10:00am. The first part of the event will be east of Peterborough, north of Hwy 7, generally in the Stony Lake region. Lunch will be at a restaurant near Peterborough. The afternoon ride will be east of Peterborough, however, this time south of Hwy 7, in and around the Rice Lake region. An informal get together, with wine and cheese, will wind up the day at a location to be determined and hopefully within an hour of Toronto. Registration is limited to 15 Porsches. Please come, join Beth and me in a tour of this wonderful part of the Province. To register, email Peter Oakes at [oakes102@gmail.com](mailto:oakes102@gmail.com) or leave a message on my voice mail (416) 725-6418. Please give your name and contact information – email and telephone numbers, at least home and mobile.
- June 1:** **Simcoe County Fun Run 2013**, Porsche of London. Jennifer Nobbs, [jenn@orilliavw.com](mailto:jenn@orilliavw.com), 705-325-6107.
- June 15:** **Bear Manor Niagara Escarpment Fun Run**. Vaughn Warrington, [vaughn.warrington@nbpcd.com](mailto:vaughn.warrington@nbpcd.com), 905-541-2012.





# Joy, Unjustified

## 20 years in the making



By Jeff Feltham,  
UCR member

I have wanted a Porsche 911 Turbo since I saw my first one back in '75. I remember drawing whale tails on my class notes in Grade 6, and was constantly fighting with my Ferrari- and Lamborghini-loving friends as to what a true sports car was all about, no matter what Magnum PI drove. I built models, including the Tamiya 934 RSR, and dreamed about one day being able to own one.

When the 964 Turbo was introduced in '90, I fell in love with it, and have wanted no other Porsche since. I was never able to justify the purchase of one, what with raising three young boys, and was relegated to minivan status, hauling around hockey gear and tubas.

This past January (2012), I decided that I would never be able to justify purchasing such an expensive toy for just me, so I gave up trying, and went to buy one. The first one I found was at a used car dealer in Toronto. It was a nice example, a little rough around the edges, but I wanted it. I started negotiation with the dealer (who will go unnamed), and in between emails he decided to sell it, with not so much as a "I have another interested party". Frustrated, I tried to purchase another one from a famed used Porsche dealer in the States, and he sold that one while we were discussing it as well.

My intention all along was to purchase a good example, and spend the next five years upgrading it to perfection. It was at this point that I happened along an ad selling a '92 964 Turbo that just had over \$80,000 worth of res-

Above: A week after delivery, I headed down to Port Stanley very early on a Sunday morning. I was looking for an industrial atmosphere, and found this area just away from the beach. I took a few pictures, and it was not until I got home that I saw the sign over the front hood. I thought it rather appropriate for a 425HP rear wheel drive rocket with the engine hanging out over the back axle!

toration done to it. Every item on my fantasy wish list had been checked off, including some I did not know existed. I spoke to the owner (who had four Porsche Turbos at the time) and told him I would send him a deposit to hold the car until I could fly to Minneapolis to inspect it.

A few weeks later, I jumped on a plane and headed over. We met up at his storage facility, and the car



Photo by Hunter Feltham

This was taken by my son, just after the car was unloaded from the transport. It had travelled from Minneapolis, and had taken an agonizing six weeks for the transport to finally pick it up and bring it to London. This first drive, about 50 feet down my street, was 20 years in the making.

was immaculate. We took it for a test drive, and I was hooked. I bought it on the spot, which was fortunate, as he had a buyer from Kuwait ready to fly over the next day to buy it if I turned it down. I had arranged for an enclosed transport to pick up the car as close to the purchase day as possible, but scheduling kept getting bumped. In the end, I waited an agonizing six weeks to have it delivered.



Molly, the two and half year old Greater Swiss Mountain Dog, was clearly unimpressed with the amount of time it was taking to detail the car.

As for specs, it is a 1992 964 Turbo, with a few modifications:

### Performance Upgrades

- Speedline for Porsche Rims
- Borg Warner K27 Hyflow S Turbocharger
- Forged Billet Blow Off Valve
- Fabspeed Headers with Cat Bypass
- Powdercoated Valve Covers and Fan/Shroud
- Bilstein PSS-10 Coilovers
- Re-gearred Transmission (964 gear set)
- Pagid Brake Pads



Photo by Brian Wallace

- Porsche Lightweight Flywheel and Clutch
- WebCam Racing Camshafts
- AEM Wi-Fi EGT/ A/F Monitoring System
- WHIPFLASH CIS Programmable Fuel System
- TURBOSMART Electronic Boost Controller
- FD Motorsports Short Shifter
- RS-Style Shift Rod
- Rennline Adjustable Front Camber Plates
- Rennline Monoball Strut Mounts
- Rennline Camber Advantage 3-Point Strut Bar
- Yokohama Advan Neova AD08 295/30R18 rear
- Yokohama Advan Neova AD08 235/40R18 front

### Exterior Upgrades

- Xenon Headlights
- Porsche Motorsports Front Splitter
- Clear Side Marker Lights
- Full Respray
- 3M Clear Bra
- Porsche Front Mud Flaps

...continued on page 22







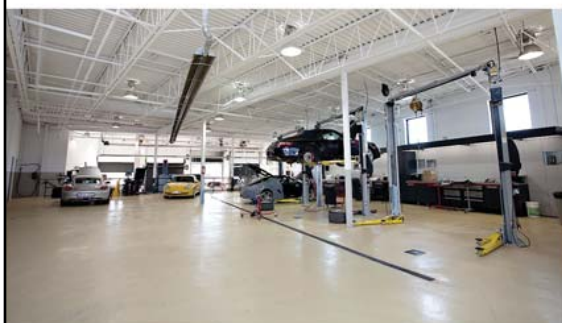
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...continued from page 21



Sharker is a nickname I picked up in University. I went to Guelph for Marine Biology, and was a specialist in sharks.

-Air Duct Fog Light Replacement

## Interior Upgrades

-Rennline Adjustable Pedal Set

-Rennline Aluminum Gauge Rings

-Rennline Passenger Floorboard

-Re-carpet

-Custom Floormats With Logo

-Full Carbon Fibre Package

-Gauge Refurb by Hollywood Speedo

-Recover Leather Rear Deck

-Full Window Tint

-Porsche Motorsport Momo Mod-07 Racing Steering Wheel

-Audison/Focal/Kenwood Stereo

-Custom Subwoofers

-LED Interior Lights

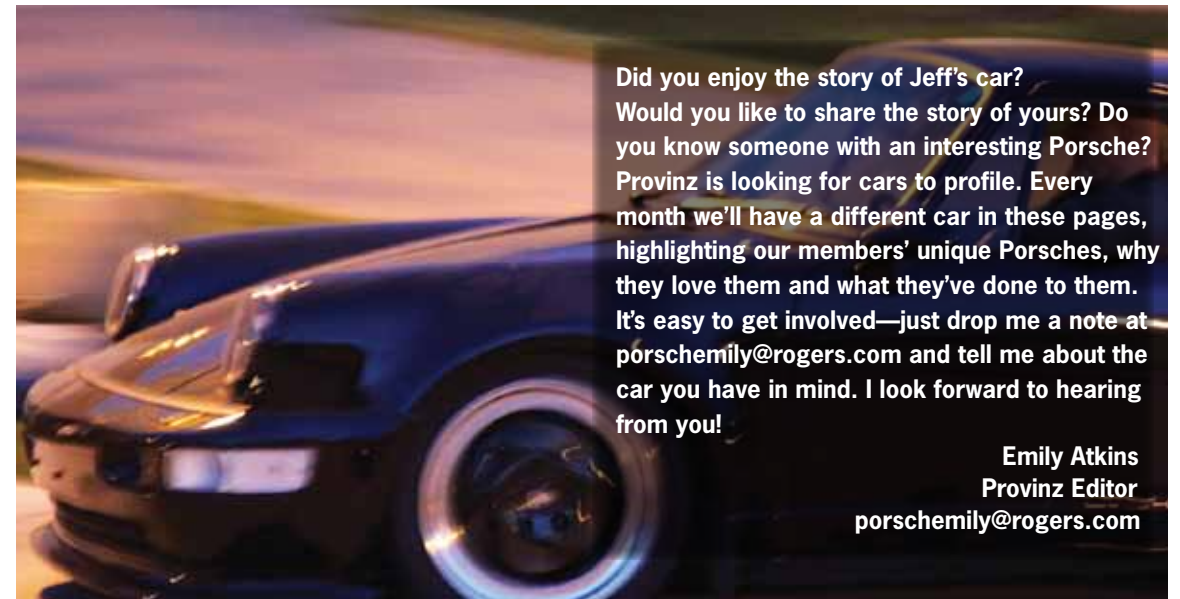
-Integrated Blackvue Dashcam

The last dyno I have on it is over 425hp. The car is very well sorted, smoking fast, and a blast to drive. I have signed up for the UCR IDS this April, in the hopes of getting some DE time in at Mosport.



# GOT A GREAT RIDE?

## Share it with the club



Did you enjoy the story of Jeff's car? Would you like to share the story of yours? Do you know someone with an interesting Porsche? Provinz is looking for cars to profile. Every month we'll have a different car in these pages, highlighting our members' unique Porsches, why they love them and what they've done to them. It's easy to get involved—just drop me a note at [porschemily@rogers.com](mailto:porschemily@rogers.com) and tell me about the car you have in mind. I look forward to hearing from you!

Emily Atkins  
Provinz Editor  
[porschemily@rogers.com](mailto:porschemily@rogers.com)

Photo by Hunter Feltham



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## ROAD TRIPS: Member photo of the month



UCR member and volunteer advertising chair for Provinz, Paola Fiocco is in love with her 2002 996 Cabriolet. She drives it whenever she can in summer and pines for it in winter when it sits covered and coddled in her carport. "On Christmas day I always go and lift the corner of the cover and give it a little pat," she says.

## ROAD TRIPS

### Near or far, we want your car!

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



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# OBJECTS OF DESIRE

## Wham, bam, thank you!



**Emily Atkins**  
 Provinz Editor

I got T-boned yesterday, someone drove into the back of me, and I got cut off in a corner. Now, before you jump to conclusions, let me put your mind at ease. It wasn't a bad day on the DVP, or a terrible snowstorm that created this mayhem. Nobody was injured and no insurance claims were made.

Nope, I was Go Karting, and I'm hooked. What a rush. Even today, the day after, I'm still grinning like a fool about it. It was rough, quick and very unrefined. A fast start, 15 laps of crazy, adrenalin-fueled bump and grind at speed, then wind it down and into the pits. What an exhilarating ride.

I went in with few expectations, having never driven a Go Kart before (indoors or out), although I had been warned about the karting 'hangover'—feeling like you've been beaten the next day. One or two helpful people tried to scare me with tales of spectacular crashes and flips, but it wasn't enough deterrent.

There's no comparison to what we do at the track, except for the silly grin it leaves on my face. There are few rules, at least not ones that were enforced, the vehicles are abused electric karts, and the action takes place indoors in a hanger on a tiny track where the longest straight-away is about 30 metres long. There's no whine of internal combustion engines at full revs, no smell of exhaust, no squeal of brakes, and you brake with your left foot—if you brake, that is.

The driving is completely different, as well. Right foot in, all the time, left foot needed only to induce a drift to pivot around some of the tighter turns.

The vibration of the karts at speed is so extreme that my glasses were bouncing on my nose enough to blur my vision, even inside my helmet where they are wedged in. The shoulder harness works itself loose after a couple laps, forcing you to brace and steer with one hand, while reaching with the other for the tab to snug it up. The seats are too wide for my hips, so I was slamming into the sides with each corner, and you can't rely on the dead pedal for leverage because it's the brake.



photo by Will Chiu

And then there's the competitive aspect. I thought driving at the track was a testosterone-driven sport. Not compared to this. As the only woman in a group of about 15 guys, I wasn't sure what to expect. But I'm not sure it made the slightest difference.

What did make the difference was that I was the only one there who had never driven a kart of any kind, gas or electric. Took me a couple laps to get the feel for it, and I placed last, seconds back of the pack in the qualifying. In the first of two races I finished last again, but not without pulling a couple passes. That felt good.

In the second race they reversed the grid, so I started up front. I was holding off the pack until one guy dove in on me in a corner, bumped me out and nearly made me spin. Of course, another two drivers took advantage of the opening and squeezed through before I could get back on the line. The real fun happened when I over-braked trying to avoid rear-ending the kart in front of me, spun sideways and got T-boned—by a friend!

I loved it. By this point I was laughing so hard it didn't matter that the rest of the field went by me. The feeling of speed, the way you can corner these things, and the rubbing all make it a wildly exhilarating ride.

And the cost of entry is so low—there's no risk to your precious Porsche car, not too much danger to life and limb. It's a fantastic way to spend a winter Sunday evening. I hope I didn't annoy the boys too much with my newbie antics. By the end of the last race the gap between me and the rest had narrowed considerably, enough that I know I must go back and see if I can finish a race in something other than last place.

And, in case you were wondering, yes, there are bruises, but the 'hangover' is worth it!



# TRACK TALK



**Dave Osborne**  
Track Chair

Things have really changed in the last 12 years. When Markus Blaszk took on the job of Registrar for UCR most of the transactions were done by fax and logged onto little pieces of paper. Phone calls were an hourly assault, as registrants tried to reserve spots for multiple events, receive verbal verifications and pay by cash, cheque or some vague promise. Payments had to be logged, car numbers had to be assigned by hand, and keeping track of who was in what run group took an immense amount of time and effort.

Then, along came Peter Carroll and his computer genius, who said he could make it all make sense. Over the years that promise came true. The registration site grew through trial and error and Markus constantly found ways to do things better. Now, members register themselves and generate automatic responses. The site produces needed lists and printers do the sorting and even supply the waivers alphabetically. That didn't make the Registrar's job easy though. There still had to be real people who answered questions, sorted the run groups and personally greeted the participants as they arrived at the track. As Registration Rules developed, someone had to make sure that they were followed. That someone has been Markus.

Through the years Markus looked to his wife Rose for support and assistance and they could often be found in the kitchen the night before an event, stuffing envelopes with wrist bands and making sure everyone was accounted for. Not only

did they both instruct students at the events, they also had to deal with those who arrived late, forgot their paperwork and payments, and even helped those who had a sudden mechanical problem. Some weekends Markus spent more time under cars than he did in them. Their trailer became the "go to" place for information, help or just a casual gathering of great people to share your stories with. There was always lots of laughter and dogs to play with.

Sometimes the job you sign up for just keeps growing until the time you're spending on it eclipses the fun. Volunteer positions can encroach on your work life, home life and tire you out. When that happens, it's time to step aside and let someone else do the heavy lifting. I think it's important though, to acknowledge those who have given so much to develop the program we enjoy today. Without their efforts, sacrifice and good judgment we would still be sorting little pieces of paper. I know Markus is proud of the contributions he and Rose have made to UCR. I think we need to collectively thank Markus and Rose Blaszk for all they have done to enhance the Driver Education Program. I'm hoping that with all the extra work behind them, they will both enjoy the track events more than they have in years. It's time to have some fun again!

We have a new Registrar who has volunteered to take on this important job. It's Brent Muir, an enthusiastic Black run group driver who was looking for a

way to serve the club he's so fond of. As the newest member of the Track Team, Brent is looking forward to using his background in business and education to help us administer the DE Program. Brent has some registration experience as the Registrar for the Club Race last year. I'm sure that during the teething process mistakes will be made, however with everyone's patience and understanding we should be able to keep any inconvenience to a minimum. After all, we are all supposed to be having fun here. That includes those who volunteer to make these events happen. We welcome Brent in his new role and thank him for his participation.

I recently read an article that Panamera and Cayenne owners might be interested in. Aside from having too many doors, your Porsches also have perfect headlamps for grow operations. Yes, that's what I said. Apparently the High Intensity Xenon headlamps produce just the right amount of heat and illumination to grow very healthy Cannabis plants, using very little electricity. Being ever-conscious of expenses, pot growers in Amsterdam have taken to stealing (keeping costs down) the headlamps of Panameras and Cayennes for use in their grow-ops. They must be easier to remove than the ones that came with my car. When I took those out it required over an hour and cost me two bleeding knuckles. So if you're looking for some extra revenue to pay for

all those doors, you can just leave the headlights on in your garage...lol. I won't tell.

This is the time of year to make sure your car is going to be ready for the DE season. I have to get the lead out and finish my winter project. I've taken the antiquated computer system out of my '87 928 and upgraded to an Electromotive Tech3 stand-alone engine management. The original was working just fine, but this is the last step before supercharging the car, something the stock system couldn't adapt to. I wrote this article two months ago, so as I wrote it I have no idea whether we got it right or screwed it up completely. It's pretty easy to guess that it's not done yet though. Most things around here get finished the night before the first event! The upside of the work is that I got to spend one weekend a month with family and make the mess in their garage!

With only two months to go before our first track event, the enthusiasm for the 2013 season has been overwhelming. At the end of January, after only one month of registration being open we had almost 600 individual registrations for this season. It looks like everyone is as excited as I am about the changes at Mosport (CTMP). I'm looking forward to seeing you all there!

See you trackside soon,  
Dave



*Because not everyone drives like you do.*

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# 48 Hours of Watkins Glen

Join us for the 39th consecutive year of the Zone 1 48 Hours of Watkins Glen, on June 14, 15 & 16. Watkins Glen International is a road racing tradition dating back to 1948, when sports cars raced on the 6.6 mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has remained the home of a great racing tradition for 55 years.

- We plan to add an extra hour of track time on Friday and Saturday, which means the track will be open until 5:30 PM.

- We will allow for expanded passing in the Instructor Run Group throughout the weekend.

- PCA National Instructor Training will occur on Friday for those who qualify with a referral from their region's chief instructor.

- Friday is still instructor day, however all drivers in the white (intermediate), black and red run groups will be accepted to drive on Friday. The intermediate group will be given four driving sessions on Friday.

- The Zone will host a Saturday evening cocktail hour and dinner.

- A Zone 1 commemorative hat and patch will be provided to all registrants who attend.

Come and meet the new Zone 1 Chief Instructor,

Matt Romanowski. Matt is taking over for Dave Maynard, who after many years has decided to step down. We thank Dave for his many years of service to the Zone. We thank Matt for stepping up to the challenge.

Don't miss the Friday evening track walk available to all registrants. Saturday and Sunday will be run in the traditional DE format with the track open until 5:30 PM on Saturday.

We will also allow for early trailer drop off beginning Thursday evening from 6-8PM. There will also be camping at the track from Thursday through Saturday for those who are interested.

For more information regarding this and other Zone 1 PCA events, please visit <http://zone1.pca.org>. Registration for the event will open on April 15, 2012. To register for the event, log onto [www.clubregistration.net](http://www.clubregistration.net) For further information, contact your local track chair or email the registrar: Lou Dauerer at [Zone148Hoursreg@gmail.com](mailto:Zone148Hoursreg@gmail.com).

Pricing: Green & Yellow (Sat & Sunday): TBD

White & Black (Friday, Saturday and Sunday): TBD

Instructors & Instructor Candidates (Friday, Saturday and Sunday): TBD



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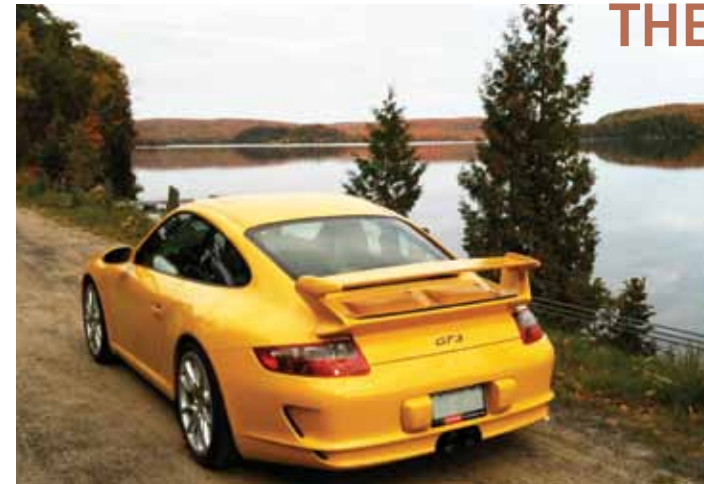
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## THE PORSCHE-PHILE

# Greg Greenham

Car: 2008 GT3



**Greg Greenham**  
UCR Member

I was born in Windsor on March 27, 1953. I now live in Toronto. I have always loved cars or anything with an engine on it, and bought my first car when I was 14—a 1963 VW Beetle for \$400—and got my license on my 15th birthday.

I have always loved Porsches, and got my first one in 1987 (a 1986 944). Since then, I have owned many cars (1973 Lotus Elan SS, Corvette Z06, RX7, Nissan 300ZX, Mustang GT, BMW M3) but nothing has compared to the Porsche. I have had five (1986 944, 1995 C4, 2000 Boxster S, 2000 996 with Aerokit and current 2008 GT3). The GT3 is the best car I have ever owned and it is a track weapon that you have to be very careful with at the limit.

I started doing track days in 1987 and have run on tracks like Tremblant, Motorsport, Watkins Glen, Shannonville and Calabogie in my cars and motorcycles and F2000.

I also enjoy sports like tennis, squash,



skiing, water skiing and keeping fit. In the winter I ride a snowmobile on destination rides; our most recent ride in 2012 went from west Quebec to the east coast and back over a period of two weeks, covering 3,000km.



I was a member of the Porsche club in the late 80's but just recently re-joined two years ago.

People who own a Porsche all understand what it is that makes the brand special. All my friends who do not have one, want one, even though they will not always admit it.



## 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](mailto:porschemily@rogers.com).



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# THE STEERING COLUMN



**Emily Atkins**  
Provinz Editor  
[porschemily@rogers.com](mailto:porschemily@rogers.com)

**B**y the time you read this we'll be running up the backstraight of winter, bracing for those final few turns of late snow and ice, trying to maintain the speed that will take us right through to those first warm, salt free days of driving season.

Sounds nice, doesn't it? "Driving season".

But who says we have to define driving season as those months when the roads are free of snow and ice? There's a hard core of Porsche drivers who keep their rides on the road year-round. The cars are certainly capable of handling all but the deepest of icy ruts on the road, and Cayenne owners are probably laughing at the very idea of a driving season limited by weather or road conditions. I salute you.

For the rest of us who choose to keep our cars under cover for the winter, there are options to

satisfy the itch for speed. I recently discovered the brutal joy of indoor electric Go Karting (see Objects of Desire, page 27). It's a free-for-all that actually does offer some lessons applicable to driving on the road or track.

Then there's the very inexpensive, scoff-law's entertainment, spinning in an empty lot. You don't need your Porsche to enjoy this pastime, or even a rear-wheel drive car. Any jalopy will do. Just make sure you don't annoy anybody with your antics, you don't need unwelcome spectators.

Another alternative is winter track days. A track close to Toronto has lapping every weekend throughout the winter, from the beginning of November through to the end of March. They even have instruction available, for those who'd like a winter driving refresher.

So basically, if you are a driving enthusiast, there's no excuse to be holed up in front of the fire, poring over old issues of Provinz and dreaming about hot pavement and sticky rubber. Put on your woolies, put some good galoshes on the car and go sliding!



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**John Adam**  
UCR Historian

**N**ow, our hopes are high for getting the P-cars out of storage when we finally get some really nice days, or mild ones at least. Not that it was a bad winter. We had the Porsche out for a run in December as well as January.

The 58th annual Porsche Parade will be held in Traverse City during late June. Registration will be electronic on the PCA site in March. Earlier, I wrote about our plan to make haste returning from Parade. This was made necessary when the UCR Club Race bumped directly into the Parade schedule, just as it did last year.

Planning ahead for DE, NNJR hosts driver ed May 17-19 at Mid-Ohio. Mid-Ohio has been a big favourite at our house. It often rains when we are at that track and so their three-day weekend is the best way to ensure that you get decent track time if the weather turns against you. NNJR driver ed registration opens two months before the event date. Mansfield is the place to stay. Travelodge had an amazing rate of \$55 and up for May.

Track dates at Watkins Glen are rather interesting. Several PCA Regions have back-to-back dates that could have you on track for five or six days in a row. It's easiest to check The Glen website and pick your poison from May through October. We have always stayed in Corning rather than Watkins Glen and have had no regrets. Better dining. Easier access. Check out the accommodation that works best for you. You might consider taking some extra time to enjoy The Corning Glass Museum or the area wineries.

Along with Excellence, the Porsche AG factory magazine, Christophorus provides information on the

# PERIPHERAL VISION

company's activities and its products. Christophorus also aims to entertain readers and provides lifestyle stories, sports reports and cultural features. It was founded in 1952 and contains an international section, which covers topics from around the world, and a regional section aimed at customers in the specific countries.

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Let's hope that we see you out in 2013. We expect to have a great time!



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**C**PS Flooring proprietor, Doug Kurtin has been a UCR member for only five years but his boundless enthusiasm for everything he puts his mind to will overshadow any counting of time. Doug bought his first Porsche, a 964 coupe, just before joining our club and has since then already expanded his stable to three examples of Stuttgart's finest. A 1972 Porsche 911 race car came along a couple of years ago to be immediately race-prepped and taken vintage racing with VARAC, our local Vintage Automobile Racing Association of Canada, where he made quite the impression. Not ever taking things lightly, he went straight for the front of the field and got there in his first season.

More recently, Doug purchased a proven 944 racecar, which he plans to pretty up with the livery of the Scott Goodyear Rothmans 944 Cup Series car of its day and run in the '70+' historic race car series of VARAC.

Doug says that he's always been into cars and racing and that he was brought up on a steady diet of the sport. Weekends were spent at Mosport and his parents were Canadian Rally Champions in the sixties.

Always on top of his game and giving one hundred percent, Doug is an avid downhill and cross country skier, snow-mobiler and golfer. Together with his wife Heather and daughters Jessica and Melissa, he also makes maple

syrup to give to his customers, which friends have named 'Dougies Own'; apparently the finest maple syrup you will ever taste!


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Michelin reduces prices on ALL summer tires! Drop in or call us for details!

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

Back by popular demand: the Braidan Michelin Charity Track Day at Canadian Tire Motorsport Park on July 2, 2013.



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