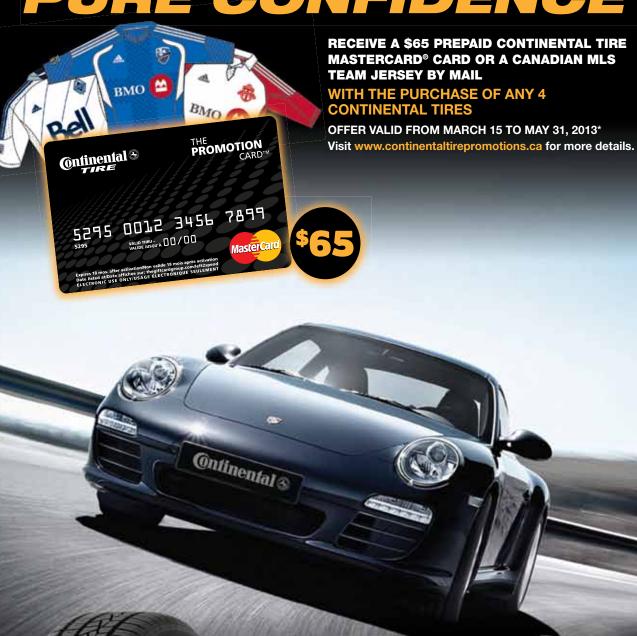


PURE CONFIDENCE



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

The Mart: http://pcaucr.org/classifieds/ Classified ads can be submitted through the website.







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Cover photo: Image by Wolfgang Lott.

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

JANUAR	Υ		28-29-30	Fri-Sat-Sun	UCR Club Race & Advanced
8	Tues	UCR Social	JULY		Lapping, CTMP
FEBRUA	DV		9	Tues	UCR Social
12	Tues	UCR Social	12-13-14	Fri-Sat-Sun	Driver's Education, Can/Am
16	Sat	Fun Run: Valentines in Niagara- On-The-Lake	19-20-21	Fri-Sat-Sun	with NNJR, CTMP ALMS race and
MARCH					Porscheplatz, CTMP
1	Fri	Ski Day, Osler Bluff Ski Club	28	Sun	Fun Run: Collingwood
12	Tues	UCR Social	28	Sun	Autocross: Toronto Star,
23	Sat	Cayenne Fun Run: Sugar Shack Run	AUGUST		Vaughan
APRIL		SHACK RUH	13	Tues	UCR Social
9	Tues	UCR Social	17	Sat	Introductory Driving School, Shannonville
13	Sat	Introductory Driving School, CTMP Training Facility	17-18	Sat-Sun	Driver's Education, Shannonville
20	Sat	Open House: Launch into Spring, Markham Fairgrounds	25	Sun	Autocross: Toronto Star, Vaughan
27	Sat	Introductory Driving School, CTMP Training Facility	SEPTEM	IBER	
MAY			6-7-8	Fri-Sat-Sun	Targa Muskoka
4	Sat	Fun Run: Muskoka Spring Run	10	Tues	UCR Social
11-12	Sat-Sun	Driver Education, "Swing into Spring", CTMP	14	Sat	Fun Run: Porsche of London, London Run
14	Tues	UCR Social	15	Sun	UCR Concours, Location TBD
18	Sat	Braidan Tire Brunch, Markham	21-22	Sat-Sun	Driver Education, Fall Colours, CTMP
19	Sun	Autocross: Toronto Star, Vaughan	28	Sat	Fun Run: Muskoka Fall Run
25	Sat	Fun Run: Beaver Valley	ОСТОВЕ	R	
26	Sun	Fun Run: Kawartha	6	Sun	Autocross: Toronto Star, Vaughan
			8	Tues	UCR Social
JUNE			19-20	Sat-Sun	Driver Education,
1	Sat	Fun Run: Porsche of London, Simcoe County			Oktoberfest, CTMP
7	Fri	Charity Event, Black & Red Run Group Training Day	26	Sat	Cayenne Fun Run: Porsche- Abilities Family Run
8-9	Sat-Sun	Driver Education, Track Walk Event, CTMP	26	Sat	UCR Rally, Location TBD
11	Tues	UCR Social	NOVEMBER		
15	Sat	Fun Run: Bear Manor Niagara Escarpment Run	12	Tues	UCR Social
15	Sat	UCR Rally, Location TBD	DECEME	BER	- T
15	Sat	Legends of the Autobahn, CTMP	10	Tues	UCR Social
16	Sun	Yorkville Exotic Car Show			a formation

PRESIDENT'S FORUM



Walter Murray **UCR President**

i everyone. So what is PCA? The Porsche Club of America comprises 65,000 members in 139 clubs. It is the largest Club of any marque in the world. To put it in perspective, Excellence magazine, which I'm sure many of you receive, circulates 35,000, so Panorama is ahead by a country mile. Your Upper Canada Region is the third largest in North America at 2,066 Primary members, plus 1,228 Family members. Only Potomac at 2,276 and Northern New Jersey at 2,149 are larger.

So how does Manny Alban, President of PCA, manage such a huge operation? He is surrounded by a great National Executive and National Office, but the heartbeat occurs though the 13 Zones. We are one of the 18 regions in Zone 1, which includes Ontario/New York and east. We are always proud to note that the Zone 1 rep is our very own Jennifer Webb. When you look at her role, I don't know how she fits in a job and a social life. Her husband, Scott, is a great supporter and we thank them both for the great job they do. Twice a year, Jennifer organizes a Presidents' Zone meeting that has been held in Albany, New York since it started. It was held on March 22nd this year. (If you are interested, it is 808km from Bracebridge to Albany. For those who might travel to Watkins Glen, you should consider going across at the Thousand Islands. It took five minutes versus two hours last time I crossed at Queenston.)

We were updated on events the Zone sponsors: autocross, Porscheplatz, concours and rally, Clash at the Glen and 48 hours of WGI. So when you see the request for volunteers, keep in mind these are part of our activities and if you can reach out and help that would be great. Tom Gorsuch, the National Treasurer was up from Florida to bring us an update. They, like UCR, are working to lever the synergies between digital and print and we

will see some changes in Panorama and the Web going forward. You will recollect that monthly you receive an update from UCR. This is distributed by way of what is called "E Mailer" from the National membership files.

The program is now going through a major rewrite to allow the Regions to do targeted marketing. For example, if someone wants to set up a regional activity we will be able to see how many members might be in the area. This type of request is coming up more and more and will enable us to add a local option to our activities. I might mention that our very own Ken Jensen is a resident expert in this area and has been working with the National Office to help the rewrite. In addition he is also Zone 1 Safety Chair and joined us at Albany. Thank you, Ken.

As this was my first Zone 1 Presidents' meeting I found it interesting and helpful to hear what other Regions are doing and learn further of the workings of this huge North American Club.

Back at UCR, spring has sprung and our events are in full swing. You will see reports on each as they occur so let me say again a great big "thank you" to all the volunteers involved. Also if you have a few hours to help, reach out and get involved. You will enjoy it. Keep in mind, we want to hear from you and your constructive thoughts are always welcome

Lastly, as Event Chair for the exciting Targa Muskoka, registration is now just over half full. So don't miss the opportunity to experience an "event to be remembered."

Until next month, drive safely. Walter Murray.



Welcome! **NEW MEMBERS**

Name	Location	Model	Thanks To
Michael & Doreen Allan	Lindsay	11-911	
Brent Belzile	Sudbury	13-Cayenne	Downtown Porsche
Charles Brooks	Brampton	80-928	Alex Gandeski
Shao Hua Chen	Richmond Hill	13-Cayenne	Downtown Porsche
Hyunjoo Choe & Peter Walsh	Toronto	09-Boxster	
Evan Chong	Scarborough	13-Cayenne	Downtown Porsche
Anand Date	Stouffville	03-911	Website
Stefano DeLucia & Eric Sack	Oakville	09-911	
Chris Doan	Toronto	13-911	Downtown Porsche
Pete Gillin	Toronto	13-Panamera	Downtown Porsche
Sam Hak	Mississauga	12-Panamera	Downtown Porsche
Fei Han	Maple	13-911 C2S	Downtown Porsche
Walter Heidary	Burlington	12-Panamera 4	Downtown Porsche
Reza Hosseinian	Toronto	13-Panamera 4	Downtown Porsche
Clifford & Corrine Hunt	Mississauga	90-944S2	
Ryan Isaac	Toronto	07-911C4S	Website
Torabi Katayoon	North York	13-Cayenne	Downtown Porsche
James Kershaw	Oakville	96-911	Trf-In Canada West
Susan & Bob Kirk	Havelock	89-944S2	
Lan Li	Mississauga	13-Cayenne GTS	Downtown Porsche
Stanimir Manev & Petar Petrov	Toronto	08-911 C4S	
Andrew Manson & Mark Russell	Toronto	09-911	
Warren & Andrew McNamara	Reaboro	86-944T	
Hasnane Merali	Richmond Hill	13-Panamera 4	Downtown Porsche
Drew Michailoff	Milton	84-911	
Nick Migliore	Toronto	12-911S	Downtown Porsche
Jason & Allan Puterman	Maple	11-911 C4S	Brian Alexander
Timothy Raven	Lindsay	01-Boxster	
Kalyani Saha	Mississauga	12-Panamera GTS	Downtown Porsche
Javier Trivino & Sherry Persaud	Mississauga	05-911S	
Dave Vanderburg	Brampton	89-911	
Robert Wallington	Leaskdale	77-911S	
Yu Wan	Toronto	13-Panamera	Downtown Porsche
Haojie Wang	Markham	13-Cayenne	Downtown Porsche
Yongshang Wang	Markham	13-Cayenne S	Downtown Porsche
Chris Whelehan	Toronto	05-911	
John & Jason Whitehead	Sudbury	08-911C4S	Website
David Zitzerman	Toronto	13-Cayenne GTS	Downtown Porsche

Sports and Event Photography by michael a. coates 905 . 592 . 1962 E f in SPANCimages.com / porscheclub

Congrats! ANNIVERSARIES

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

30 **YEARS**

Douglas & Adam Dykaar Jim MacKeracher

25 **YEARS**

Brian & Dagmar Pegg

20 **YEARS**

Jerry Reckless

15 YEARS

David & Gwen Cole **Ronald Richards** Chuck & Barbara Steed

10 **YEARS**

Lvle Andrews Douglas Fregin Leslie Kofman Jonathan McCreery Giacomo Negro Susan Wells

5 **YEARS**

Sean & Becky Batte Robert Carmichael David & Jonathan Constancio Anoop Dogra Michael Hogg Jim Keoah Jefferey Lang Ian Robertson & Ingrid Bjornson Mark & Sylvia Stevens Doug & Mari-Lynn Wells Congratulations to long standing UCR member Ruedi Hafen on receiving The Pilot of the Year Award from the Helicopter Association International in Las Vegas.

Over the years, Ruedi (Niagara Helicopter) has been involved in many life saving incidents over the Niagara Gorge. Well done.



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



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CLUB NEWS for May 2013



Have you signed up for DE?

Be sure you use the new, 2013 Tech Form. It can be downloaded at www.pcaucr.org/ driving/drivereducation/technical-inspection-forms-centres/.

Tech Form Changes for 2013:

- Centre Lock Wheels on GT3, Turbo and Carrera Cars: Centre Lock Wheels must have the recall update and be torqued and locked to Porsche specs.
- **2. Coolant Pipes** in GT3, GT2 & 911 Turbos with Mezger Engines: Coolant pipes must be welded/ pinned or coolant replaced with water and Water Wetter.
- **3. Helmets:** we are asking drivers to verify that their helmet is Snell, SA2005 and SA2010 only.

19th Annual Lakeside Antique & Classic Car Show Sunday, July 7

Great Pine Ridge Region Antique and Classic Car Club Canada presents the 19th annual Lakeside Antique & Classic Car Show in Victoria Park, Cobourg, Ontario. Registration: 9 am to 12 noon. Show Ends at 4pm. \$10 entry fee. In support of the Children's Wish Foundation. For more information contact Terry Ashcroft, tashcroft1@cogeco.ca

Zone 1 Events

Clash at the Glen May 31-June 1

Volunteers needed!

Contact Jennifer Webb at jenniferbischoff@hotmail.com.

48 Hours of Watkins Glen June 14-16

For more information regarding this and other Zone 1 PCA events, please visit:

http://zone1.pca.org or contact the UCR Zone 1 Rep. **Jennifer Webb**, at jenniferbischoff@hotmail.com. Registration for the event is open. To register for the event, log onto www.clubregistration.net.

Zone 1 Autocross August 24-25

Moore Airfield, Ft. Devens Ayer, Mass.

For more information contact the Zone 1 Autocross Chair, Don Coburn, autoxerpca@aol.com or (516) 804-2562.







113 Cushman Rd. Unit 24 St. Catharines, Ontario L2M 6S9 email: augusteauto@cogeco.net

THE WAY WE WERE...

25 Years Ago

Then editor and now historian (that's me) wrote that new software was coming, so we would be able to improve the design of Provinz. We were now able to renew our PCA membership via credit card instead of money order. At the May Social, John Timbrell gave instructions on concours prep. The Social was at the former Musket location on Islington Ave. Peter Manson, Steve Podborski and Peter Kircher joined. Membership was trending toward 500. The Universal Track Registration form was born. The registration fee for three days at Mosport with NNJR was US\$85, Saturday dinner included.

20 Years Ago

We were expecting our one thousandth member to join and there was to be much hoopla. Our Chinese Auction, held at Young Lok, raised \$9,000. **Giovani Panico** joined. Our club revenue was \$131k, almost half from DE events. Promotion for the Concours d'Elegance indicated that a picnic basket competition would also be held at Kelso Conservation area. **Tom Brown** wrote about a stormy winter drive to Florida in his 928.

15 Years Ago

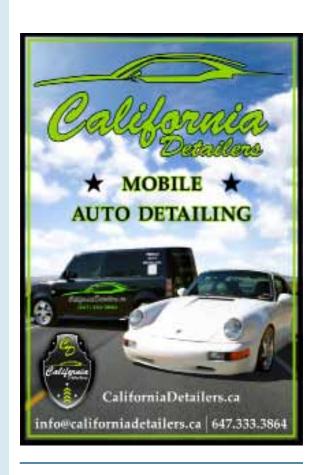
DE was up to \$210 for the weekend. Peter Carroll, Henry Costa, Mike Mehling, Michael Pohlmann and George Wong joined. Concours was at Kelso Conservation area once again. Ben Ciantar wrote about factory recalls and free repairs. Ferdinand Porsche had passed away in late March. Jim Kenzie was speaker at our May Social. Don Panoz had become involved with Mosport by acquiring the lease. Helmut Brosz was running a Spring Blossom Tour to Prince Edward County. That was fun, as I recollect.

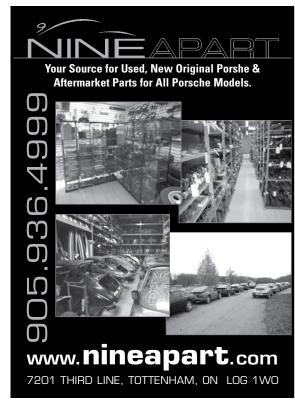
10 Years Ago

MAY 2013

A raft of new members joined at Shift Into Spring. We were gaining 200 new members per year. **Ken Jensen** took on membership retention. The Rolex 24 Hour race at Daytona was a popular winter outing for UCR members.

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

May 14, 2013

Mimico Cruising Club, 200 Humber Bay Park Road West, Toronto, Ontario, M8V 3X7.

www.mimicocruisingclub.com; 416-252-7737 Gate code: 01948

Speaker: Lee Abrahamson

Join us for our special quest, Lee Abrahamson, co-founder of The Canadian Motorsports Hall of Fame, for an in depth look into the history and future of Motorsports in Canada. Abrahamson has most 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, (near Welland, Ontario).

June 11, 2013

Pfaff Porsche, 101 Auto Park Circle, Woodbridge, ON L4L 8R1 www.pfaffporsche.com, 905-851-0852 July 9, 2013

Downtown Porsche, 68 Parliament Street, Toronto, ON M5A 0B2 www.dfcporsche.com, 416-603-9988



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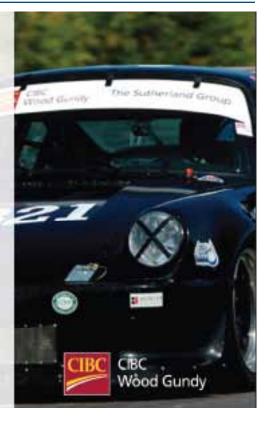
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APRIL SOCIAL

GT3 Canada Cup Race Drivers

By John Adam, UCR Historian



Laurance Yap introduces the panel of race drivers

ur April Social featured a panel of five speakers who are GT3 Canada Cup Race Drivers and fellow UCR Members. The moderator was Laurance Yap, Marketing Manager for Porsche Cars Canada, and good friend of UCR.

An awestruck audience learned that the racers came through the Porsche Club's driver education program but, in fact, the itch had not been scratched. They progressed to PCA Club Racing and that was fun, but they learned there was even more. They moved on to the Porsche GT3 Canada Cup series, while, at the same time, maintaining an ongoing interest in Club Racing as well as the DE program. When asked by one member, "How much does it cost?" The answer went something like: "About as much as it used to—all that you have."

Racers were enthusiastic about the support by Porsche. A tractor trailer of parts is available at each race and a mechanic is also aboard to ensure the racers get on track. In fact, Bob Seitz's team rebuilt a car overnight when it was a virtual write-off.

The race series resumes May 17th at Canadian Tire Motorsport Park in Bowmanville. There are 10 events in 2013. If you miss this one, be sure to attend the Grand Prix of Mosport, July 19th to 21st. Preparation is ongoing as each team fine-tunes their setup just a bit better than the others. The engine requires a rebuild after about 50 hours, and the cost is upwards of \$10k, sometimes reaching \$50k.

Upper body physical condition is mandatory for Enduro races, such as in Club Racing. When asked about the difference in handling between a street GT3 and a Cup Car, it was simply more intense and a Cup Car required total concentration and operation near 100 percent to be totally functional.

We thank Marco Cirone, Shaun McKaigue, Ilker Starck, Tim Sanderson, and Bob Seitz for their wonderful insight, mutual respect and humility. In fact, they made a point of thanking the many volunteers that make a Club race possible. Remember that the UCR Club race is June 28th to 30th. Sign up to assist. Yes, these guys are racers, and they are still active as Red Run Group instructors in our Driver Ed program.





L-R Laurance Yap, Bob Seitz, Tim Sanderson, Marco Cirone, Shaun McKaigue, Ilker Starck

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TECH SESSION

The Porsche Sports **Car Design Process**



By George O'Neill, **UCR Technical Editor**

■ ntil I attended this year's Tech Tactics East event in February I had never heard the phrase "Styling is a Feature". My background as a mechanical engineer and my time working with some of Canada's best technicians, engineers and designers at Spar Aerospace, Boeing (then McDonnell Douglas) and other firms had certainty introduced the philosophy "Form Follows Function" in

the work we did. This means the design of a product is primarily based on the intended use of that product, not based on some perception of how the product should look. I suppose this is one of the differences between consumer products such as automobiles where looks are important and the overall shape of a vehicle is drafted first, versus a technical market like aerospace where the look of the product is not normally the starting point in the design process, rather it is the result of the process. Regardless, considering style as a feature is certainly interesting and helps shed some



light on how Porsche designers think about sports car design. Let's explore this further.

Tony Hatter is well known to Porsche enthusiasts. He cut his teeth penning the 993, and has worked his way up inside the Porsche Design Studio to become the global head of Porsche sports car design. Originally from Britain, Tony has held various Porsche styling assignments, both automotive and industrial. The Porsche Design Studio employs 160 people, of which 100 are designers. With 50 years of 911 history and an ever-growing legacy in the Boxster/Cayman line, Porsche



sports car designers have become increasingly responsible for ensuring the cars maintain appropriate visual ties to the past while moving forward and offering buyers what they want in the cars of today.

Tony attended Tech Tactics to provide an overview of the new Cayman, and he also discussed the Porsche sports cars design process. Perhaps the thing he said that most resonated with me was "Styling is a Feature", as this is not the way I had thought about design. But the more I ponder this phrase the more I appreciate what I think Tony means. As an engineer,

> I consider requirements, specifications, features and functionality. To me styling is about the look, emotion, touch and other factors that lead one to connect with a vehicle beyond the quality of how it functions. Tony is saying that at Porsche styling is treated in a similar way as other requirements. That is, styling is purposeful; it is thought about in detail and it must meet certain of its own criteria.

Looking at the cars I personally like, styling is of course important. If I do not immediately like the look of a car (perhaps the Panamera notwithstanding) I rarely would consider it further. Indeed, although "Form Follows Function" is the commonly accepted way to design products, and hence why the simplicity of a 356 ensures nothing superfluous was included, this does not block styling from also being considered a function that must be included purposefully.

styling. The way sports cars look, the way they feel and

the sense occupants get while sitting inside the vehicles are important considerations not only during the initial purchase process, but also over the time one owns the vehicle. Let's face it, as car enthusiasts, we do not want to drive ugly cars. So styling matters, and from that perspective styling is a feature. Porsche has a well-defined three-phase vehicle design process. The first phase encompasses defining the vehicle's key proportions. Such details as where the engine will be located (as you know, Porsche is unique in offering front-, mid- and rear-engine vehicles) what the wheelbase will be, what size wheels will be mounted, the number of seats, and other key dimensions. This leads to the second stage, which is focused on styling to ensure both brand and product identities are clear and in tune with the company's other products. This is the point where designers ensure continuity across key characteristics that define the look of Porsche sports cars both inside and out—these elements are further outlined in the following two paragraphs. The third stage is when all the remaining details are sorted out, including the actual wheel design, the exterior lights design (lighting has become a major design consideration because technologies such as LEDs have expanded opportunities for new light shapes and configurations), interior fittings, vehicle colours, and myriad other details.

These three stages together take about one year to complete for a total new design, with much iteration back and forth

between Porsche engineers and designers before locking in the design-known as "design freeze"-for prototype development and eventual production. As you can imagine, trade-offs have to be made during this process, since stylists always want the sexiest shaped car with the biggest wheels possible, while engineers need to ensure the vehicle drives like a Porsche, can be manufactured efficiently and cost effectively, and will work in the real world. Porsche uses the Alias software from Autodesk to model entire cars full-scale, which then can be digitally reviewed in a special room in the Design Studio containing full-wall high-definition digital displays. Although computers are important in the design process, old-fashioned clay modelling is still performed to get the final production shape perfect, from which 3D measurements are taken to develop production tooling.

Key styling characteristics of the 911 series cars that Porsche designers try to pass from one model update to the next, in profile, include the sweep of one continuous curve up the front headlight and over the top of the front fender line, flowing then to form the top of the door panel and onto the top of the rear fender, then dropping off over the engine cover. The Cayman has a profile curve up the headlight over the front fender, which then breaks to form another curve for the side door, wrapping around to include the air opening near the back of the door, and a third curve picks up again over the

Continued on page 14





As a designer, one would expect Tony to be passionate about

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Continued from page 13

profile of the rear fender, flowing slightly down over the back of the car.

In the 911 the profile of the windshield, roof and rear window curve down over the engine cover to form a second key characteristic shape for these models, including the window openings on the side of the car—called the "Day Light Opening" or DLO in design-speak. In the Cayman, this profile is similar, but the rear side window behind the door sweeps back toward the front of the car at a more pronounced angle than on the 911, and the profile over the back wheelwell of the Cayman is more horizontal than that in the 911, of course due to the engine location differences in these vehicles.

Next, looking to the rear of the cars, the hump over the two rear fenders and the sweep under the rear window is important and distinct on each of the 911 and Cayman. Finally, looking at the front of the cars, the headlight shapes are each distinctive and the fenders and hood also have a sweeping curve that is unique to each car, with the top of the fenders higher than the hood in both cases. This last feature is a signature Porsche design cue across all models, not just the sports cars. Looking back to the 1980's one can see that these styling cues were not there for the 944/928 line—perhaps another factor in their demise? Could styling be that important?

Inside the current cars there are four design traits that all Porsche sports cars maintain. Most obvious is the "five tube" instrument panel cluster with the tachometer in the middle, which I personally love in my 996, and wish my 928 had. Second is the left-hand ignition switch (another place where the 944/928 line differs), which one can predict will become less important as keyless ignition systems become more common. Third is the horizontal profile of the instrument panel across the dash—no Corvette "fighter cockpits" for Porsche. Fourth is the upward sweeping centre console first introduced in the GT and now adopted across all Porsche models.

Tony Hatter is certainly the right guy for the job. He is soft-spoken, humble with a friendly, yet serious demeanour, mirroring Porsche as a company. When Tony speaks, one can tell he has a wealth of knowledge and experience and knows that a serious part of his role is to be the keeper of the Porsche design language, bridging the past with the future. In fact, he demonstrated this at Tech Tactics by spending about an hour after the event speaking with a PCA member's 11-year old son who aspires to be a car designer. Nice.

There is perhaps no other company that can link 50 years of history so delicately into its products using their design process. Form does follow function and styling definitely is a feature at Porsche.

Would you like to contribute an article of a technical nature? Please send an e-mail message to George@ ONeillRealEstate.ca outlining your idea.



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.

- 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 breathtaking vistas. Our final destination will be the Blue Mountain resort, by about 4pm. We'll conclude with an awards ceremony and prizes for the driver and navigator who were paying the most attention along the way. Limit of 20 cars. Contact Dwight to book your spot. dwight.dyson2@sympatico.ca 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, 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 or leave a message at 416-300-3875. 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, ienn@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.





Father's Day, Sunday, June 16, 2013

The Yorkville Erotic Car Show is strilled to armounce our 4P annual event on Father's Day, Sunday, June 16, 2013

The Yorkille Entir. Car Show will be hosted by the Bron-Yorkille Business Improvement Area (BA) on the newly renovated Bloor Street West (the "Mink Mile") between Avenue Road and Bay Street. This illustrious neighbourhood is home to some of the finest retail shops in the world. Toronto's flagship luxary stones Louis Witon, Guzzi, Hugo Boss, Tiffany, Channel, Prada, Hermes and Hany Rosen provide a unique and prestigious backdrop for this harpely popular car show which draws over 45,000 visitors each year.

We are also excited to announce our long-term partnership with Prostate Cancer Canada (PCC) and would like to take this opportunity to congratulate and sucknown Proson Rossi as the new President and CEO of the organization.

Last year, to the credit of our generous sponsors, we mised over \$30,000.00 for PCC and we hope to do even better this year. We are homed to be associated with an incredible group of annual corporate sponsors and to also welcome a few new ones. At the time of writing we have continued sponsorships from the Bloor-Yorkelle BIA (Venue sponsor), Ultra 94 (Platinum), Possche Cars Canada Limited, Grand Toming Automobiles, Gauge Living, Bite Custom Car Storage and Hudson's Boy Centre (Gold), Pfalf McLaren, AutoOur Pallacini and Possche Design (Silver).

Display which consists on, which will be subject to a selection process, will be open to the public on Friday, May 3, 2013 on the website at <u>several Northal Beliant Locare</u>. Limited sponsorship apportunities at the Silver and Brooze levels are still available and you may contact us diseasy at IndoOfficial Beliant co.com. You can also follow us on Feature Official Beliant publics and participation instructions.

Thank you came again for your support.

Cleers.

Mil Downe Founder, Yorkville Exotic Car Show















Getting the Most Out of Your Membership



By Mike Bryan, UCR Director

Mike Brya

urely everyone would agree that owning a Porsche is a lot of fun, but many would add that being an active member of the Porsche Club doubles the fun. That's not a bad deal for less than 50 bucks of membership dues. The "double your fun" principle will certainly resonate with those who have participated in UCR Fun Runs, Socials, Driver Education, Tech Sessions and more. Hopefully, the UCR and PCA websites, the monthly Provinz and Panorama magazines and email newsletters do the same for those of our members who don't take part in club events for various reasons. We'll come to the numbers shortly, but for now let's just say that UCR is a very large car club with diverse interests among its members. Over the years the club has developed a program with all the different kind of events referred to above and has pursued a goal to provide something to suit all interests.

In each edition of Provinz there's a page, or two, showing a list of new members, and there's another page showing the milestone anniversaries of longstanding club members. All these individuals are helping maintain the growth of our club into one of the largest in North America. You may already be aware that UCR has won the annual PCA award for actual growth on a regular basis, thanks to the hard work of our Membership Event Chairs, Angie and Mark Herring and Ken Jensen, plus all the volunteers who organize events and manage our communications, as well as the vendors and sponsors who promote our club. We can't ignore the fact that Porsche Cars Canada and their dealers are doing an amazing job in growing the population of Porsches in our region, so our membership growth potential has been rising steadily. To add some perspective, we estimate that 20 to 25 percent of Porsche owners in our geographical region are PCA UCR members. On one hand, this is a very high penetration rate for a car club, but on the other hand, it tells us that 75 to 80 precent of Porsche vehicle owners are not members, perhaps because they are unaware of our club or don't believe it's for them.

When we join this club, we become members of the Porsche Club of America, the largest single marque car club in the world. Since PCA covers all of the USA and Canada and has so many members—nearly 65,000—it is divided into 139 regions, each managed locally with its own volunteer board of directors and event chairs who are free to organize their own club activities, publish their own newsletter and run their own website—all in accordance with the rules and guidelines set by the parent organization, PCA. Of those 139 regions, our local club, Upper Canada Region, defined geographically as most of Ontario except the Ottawa Valley, has the third-largest membership, with 2,066 Primary members. When we add in what we call Affiliate Members, the total is almost 3,300. Affiliate Members are our spouses, partners and friends, those whose name you might have included when you signed up as a member of the Porsche Club of America, Upper Canada Region.

At that time, you provided information that was entered in the PCA database. The database is operated and protected in accordance with current privacy regulations and is accessible only by PCA staff and a few designated UCR officials. However, as a member, you can access your own individual record in the PCA database. If you wish to check its accuracy or update it, here's what you should do:

- 1. Go to www.pca.org (This takes you directly to the PCA website managed by the salaried PCA Head Office staff in Columbia, MD).
- 2. Click on "Member Login". This will open the page that asks you to type in your User Name and Password. If you don't know these, click on "Forgot User Name or Password". Please note that you can only click on one of these at a time and then enter your email address, so these can be sent to you. Be aware that our own UCR website, www.pcaucr. org, run locally by our own volunteer web master Richard Shepard, is a different site, so any user name and password that you might have set up for accessing member-only areas on that site, will not be recognised by the PCA site, unless of course you have gone to www.pca.org and signed up with the same login details.

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Continued from page 16

You will have received your PCA User Name and Password when you first joined. If you can't find them, then contact our own Angie or Mark Herring at ucrmembers@explorenet.com or PCA at admin@pca.org.

- 3. Once you are logged in at www.pca.org , click on "Membership", then scroll down to "Member Services" and across to "Member Record". Click on that and you'll see your personal information that is stored in the PCA database.
- 4. If you wish to correct or update your record, click on the pencil icon and make the changes. Apart from any obvious spelling and address corrections, please ensure your car model and details are up-to-date and that you have entered your current email address. This will ensure that you receive PCA and UCR broadcast emails bringing you alerts and the latest news. It will also help the kind of statistical analysis mentioned below to be more accurate and meaningful.
- 5. IF YOU HAVE LOST YOUR MEMBERSHIP CARD, follow the instructions in 3, above. In the same menu as "Member Record" you'll see "Replace Membership Card". Just click on that and you'll see an image of your membership card that you can print. To get a permanent replacement card, just click the link on that page in order to make the request to PCA.

By the Numbers

As we have said, every member's record is secure and protected, but you may be interested in some of the general statistics that can be drawn from the database. Now remember, the output is only a reflection of the input, so you'll see some obvious inaccuracies and discrepancies in the following numbers:

Porsche Models Listed by UCR Members in PCA Database

Model	# of Vehicle
356	16
911 (unspecified)	1083
912	13
914	27
924	12
928	48
944	169
951 (Turbo 944)	13
968	24
996	62
997	47
Boxster	283
Cayman	93
Panamera	63
Cayenne	157
Total	2110

Continued on page 20

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Continued from page 19

Model Years	# of Vehicles	Avg. Years of Owner as UCR Member
1954 - 1964	14	21
1965 – 1969	34	14
1970 – 1979	160	13
1980 – 1989	435	10
1990 – 1999	305	8
2000 - 2009	817	5
2010 - 2013	356	2
Total	2121	

Very interesting, but so what? Well, for those who manage your club, this is pretty useful information. For example, it tells us that more than 10 percent of our members drive sedans and SUVs. This prompts us to think about what kind of activities and articles might be of interest to them. What else? There's a sizeable group of newer members (zero to seven years) driving newer vehicles. That causes us to wonder how they see the club and what they want to get out of it. And what about those with older vehicles? They may be looking for parts and the sharing of technical information.

It's not black and white of course, but these simple statistics do help us focus our thoughts on what you might want from your club. To follow through with that idea, some of you will know we have begun to collect feedback after UCR events. We want to know what you thought of it, whether you would do it again and what ideas you might have for improving it. So, as long as you have included your email address in your member record, don't be surprised if you receive an email after an event, asking you to click on a URL and complete a short survey to gather your feedback. Our experience with this to date is fantastic. The response rate has been very high and the feedback has been enormously helpful in giving us direction on how to improve future events. Don't worry, we won't bombard you with surveys, but we do hope you'll share your opinions when asked, so that we can learn and get your ideas on how to improve future events.

You don't have to wait for a survey, though. If you have ideas and suggestions on how we can improve your membership experience, please contact me or any of the club officials listed on another page here in Provinz. While we may take pride in the growth and size of our club, our focus is on delivering enjoyment and value to our current members by improving our understanding of your wants and needs, so we can fill our annual agenda with events and communications that you enjoy. Hand-in-hand with that focus is our drive to grow and develop our volunteer base in order to sustain the high quality experience you expect from UCR programs. That is essential if we're going to succeed in doubling the fun we want you to get as a PCA UCR member.

> Mike Bryan UCR Director

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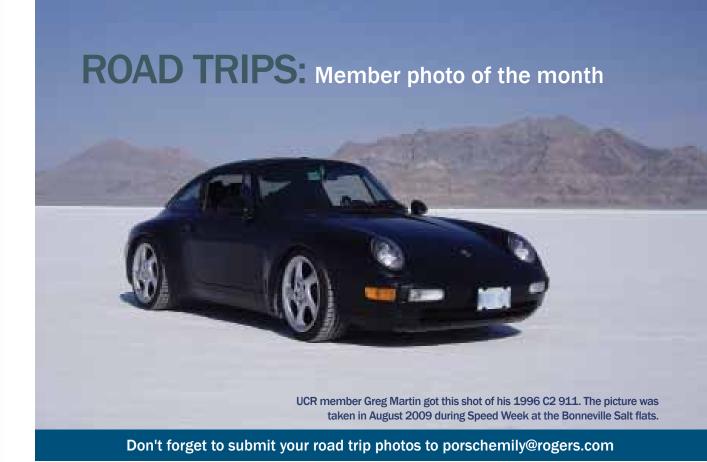
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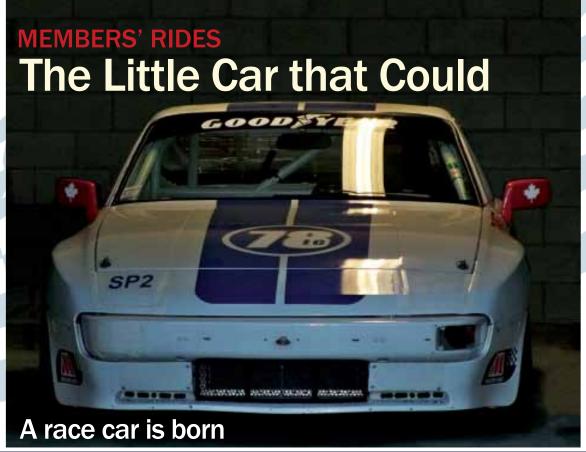
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IICP member

By Randy Smith, UCR member

n the spring of 2006, a long-time friend and fellow racer Max Schoemer threw around this interesting idea of building and racing a Porsche 944 in this new class called SP1. We had met through UCR Driver Ed events in the early 1990s and then graduated into racing shortly thereafter.

We both raced in the F1200 Canadian Championship (the Canadian version of Formula Vee). The class, recognized throughout the world, is now pushing 50 years young. To fully understand why the SP1 class held so much appeal to us, one must first appreciate the F1200 class. FV is an open-wheeled formula car running a "spec" 1.2 litre, 55 to 60HP, VW boxer beetle "stock" engine using drum brakes and adapted zero-roll suspension. It's a class that stresses driver ability over pocket book as all parts and pieces have to be spec or as the factory offered it. With so little HP you are rewarded only with very precise and smooth inputs as momentum is the name of the game. Sound familiar? These are same principles the 944 Porsche SP1 class was based on, except you wouldn't get soaked in a rain race. Now you're starting to understand the motivation of my buddy Max!

As Max had not been racing for some time, he was really getting the itch again so we searched and searched for cars.

Finally, in November 2006, a suitable car—a 1987 944—was purchased from another UCR member. The car was already in the early stages of a track car build. It was red, had a fibreglass turbo nose and fenders and a ton of parts and pieces. He decided to stick with the SP1 classification route and then we discussed all options for the completion.

We attacked the project. The first task was weight savings and the interior was the place to start. It was completely coated in heavy insulating materials (not a fun job!). Most of the work was completed was done by Max and another friend, Gary Lounsbury, with some participation from myself. Did I say stripping the interior is a rotten job?



Max Schoemer, first outing, Mosport, September 3, 2008.

We had considered several shops to complete the build, but we ended up going with Blaszak Motorsports. Markus does all his fabrications in-house and already had some successful equipment on track.

The new race car returned from Blaszak in the late summer of 2008. Markus had stripped the engine bay of everything except HP, fabricated and installed a custom Blaszak cage, bolted on some Blaszak A-arms and send it back to us completely painted white. There was still much to be done before being track-worthy, however: Seat and harnesses were to be fitted and installed, fire system, full gauge pack installed and wired, exhaust system, along with many other tasks. Max enlisted the help of old friend Auguste Lecourt (Auguste Automobile Service) to inspect and prepare the drive train.

With the help of Gary Lounsbury, the car was transported to Mosport for its inaugural track outing on Sept 3, 2008, a 'Sixth Gear' track day.

While Max was still targeting SP1 PCA club racing, he was also considering running with the Vintage Automobile Racing Association of Canada (VARAC). Max had always admired the old Rothmans Series and the look of those vintage cars. So with that in mind, new graphics were added. The car was taken to the track at the old Dunnville airport and on April 25, 2009, #78 was issued a Canadian Automobile Sport Clubs (CASC) logbook. Max and Gary continued to work on the car, debugging and tuning it at various track days throughout 2009.

In the spring of 2010, the direction took

another turn. Max had invited me to join him and share some track time and help him dust off his driving skills, as I had still been running a partial schedule in the F1200 Series in 2009. The stars aligned and on one fateful Dexter Day at Mosport that late summer the die was cast. We drove out together, #78 in tow, sharing old memories of all the various tracks we had been to with the Vees. Max kept cautioning me that the old

Dunlops were pretty well gone, but still pretty consistent and should be good for the day. Then he'd start on about how the track surface had changed, I reminded him that I had already raced there that year—just like old times!

I was eager to drive #78 as the last time I had driven any Porsche on the track was back in 1990 or 1991, in my original 944S2. The Chief back then was Howard Dexter,



No 78 with new graphics, Mosport, June 3, 2009.

other Red Group dicing partners were Marc and Chris Plouffe, Stephen Goodbody, Bill Comat, Gord McNeil and a couple others. The 944 was a car that "wanted" to always go faster and actually could. The 911s I remember required more finesse but the 944s are forgiving, durable and an absolute blast to drive on the edge. That's just about when I felt Max's hand on



Max Schoemer, Randy Smith, Gary Lounsbury, June 2012.

my left shoulder shaking me to pull it in. Apparently I was having too much fun and he wasn't.

The ride home that day was a mix of emotions for me. Elation that the 944 was as good as, and even better than I remembered. Sadness because, I kind of knew that my Vee had just been replaced. And excitement that I scared the crap out of Max. On old Dunlops with 130HP (plus or minus) and 2500LBS of 944 I had actually gone quicker than my 220+HPS2 on R-compounds.

We both came away with all new plans. We needed to make further changes to the car, first for compliance purposes Continued on page 27

4 Drovinz

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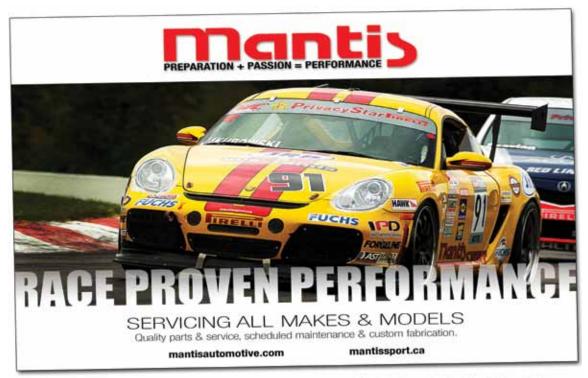
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Continued from page 25

and secondly for performance. Considering the rule changes in 2010, we decided to run in class SP2. We added a Lexan hatch, STAHL header and had some of our phone dials widened to take advantage of the permitted specs.

The first event the team—Max, Gary and me—attended was the UCR Club Race at Mosport, July 30 and 31, 2010. This was to be a trial run and shake down for the car in race trim. In the first race—Yellow Sprint 1, on July 31, we took third place. In the second race—Yellow Sprint 2, also on July 31 we came first! Based on our results—and enthusiasm—we made the decision to campaign in the 944 Cup Series in 2011. Twelve races were on the schedule for the Canada Chapter of the series, plus two races at the National Finals which were to be held at New Jersey Motorsports Park.

Our first race at Watkins Glen did not go well. The pace was certainly there, but an altercation with another car resulted in an early trip home. In addition to stripping insulation the 13/13 rule (disqualification and probation) ranks right up there too. The next five races each resulted in podium finishes. We did not enter four of the races. At seasons' end, we were fifth overall in the Canadian Championship standings. Not bad, considering we only ran two thirds of the races.

For the 2012 season, a full run at and winning the Canadian Chapter Championship were the goals. At the Clash at the Glen, we won pole out of a class of 38 cars. Ended up finishing third in Race One due to a last lap wayward 911; while I was executing evasive maneuvers two got past me. Race Two resulted in our first first place of the year! The year was starting fantastic. We raced at the UCR and IMSA Pro event at Mosport, and then Calabogie and the finals were at NJMP. We



Randy Smith in the Victory Circle, Sports Car Doubleheader Weekend, June 2012.



The "Fast Five" - Corner 7, Sports Car Doubleheader Weekend, June 2012.

finished on the podium at every race we competed in for the year, took home lots of fast laps and a couple lap records.

Overall we ended up achieving our goal: The 2012 944 Cup Canadian Region Championship was ours. And we were second in the 944 Cup National Championship. The best part was, all we did to our #78 was put gas in it and tires under it. Little things like crank sensors, the occasional CV joint and several oil changes was all it needed. Markus built an amazing piece, Auguste makes it run like a Swiss watch and Gary and Max put in many hours of fine tuning, grunt and strategy to make the season a ton of fun.

Turn the page to 2013, and we're gearing up for another series assault, commencing again at the PCA Clash at the Glen May 31 to June 2. Then we plan to run at the VARAC June 14 to 16 Canadian Historic Grand Prix in the 944 Cup race* (fellow UCR member Gord Ballantine's Porsche 944 made the promo Poster!), then the next UCR-hosted PCA Club Race at Mosport (CTMP) and maybe another event in Quebec with the

944 Challenge Canada. Come out and join us, we love help, I mean company!

Thanks to Emily for inviting me to submit an article. As well, without the assistance from our supporters; Premier Bulk Services, Hingston Fabricators, Auguste Automobiles, Gabriel Maintenance with Miller Oils and Comet Chemical Company we wouldn't have been as successful.

*There was a rumour going around that one or two of the original Rothman's drivers would possibly be competing in the 944 Cup race, not confirmed but man would that be cool to see!

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- Benjamin Franklin



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Autocross is 10!

Join us for the 2013 10th anniversary season

By Mario Marrello, UCR Autocross Chair and Past President

he UCR Autocross event is now in its 10th season. Looking back to 2003 at photos from the first season, I realize how much time has passed, but I'm still driving the same 944S2 Cabriolet!

I picked up the autocross event in 2006 after Dave Stormont's expert contribution in reviving and managing it for three years. Since then, I've certainly enjoyed planning and executing each and every event and am proud of my contribution to making it as popular as it is now. I've had the privilege of meeting many new members who have gone on to support the club by volunteering and participating in other events. I think the best part of autocross is that it's a very friendly environment to learn some performance driving skills, see what you and your car can do and share stories and experiences with fellow members.

Any road-worthy car is welcome, so non-Porsches are allowed to participate, provided the driver is a member of the Porsche club. In fact, I have driven my non-Porsche daily drivers (a sedan, a hatchback and a cross-over) at autocross events. I've seen vehicles ranging from a station wagon to a Lotus Elise.

The event focus is on improving driving skills, not on competition. I found this approach encourages discussion between drivers and increases the fun factor. Helmets, although recommended, are not mandatory, therefore making the event more accessible to new members.

Registration is available on the website and follows the same format as DE registration. We do allow registration up to the Friday before the event. If there is any problem with your registration, I will let you know, otherwise, you can be assured your registration will be accepted if complete. Online registration is encouraged as the event does fill up and I don't want to disappoint anyone who arrives unregistered the day of the event.

We've purchased new start and finish timing sensors to replace our old, beat up sensors and will provide an equipment backup capability that we haven't have previously.

A typical autocross day goes as follows:

1. Registration begins at 9:30am. This is where I make sure the two waivers are signed and the driver's timing sheet is prepared and ready for the event. Wristbands will be pro-



Photos by Will Chiu

vided to identify successful registrations.

- 2. At 10am, the event officially starts with the drivers' meeting that must be attended by all drivers to ensure the safety of every event.
- 3. Immediately following the driver's meeting, I walk the drivers through the course. The course changes each time, so there is always something new to challenge even the regular attendees.
- 4. I complete the track walk by taking a run through the course with my car to make sure everyone is familiar with the layout
- 5. After I park my car, I have a question and answer session to ensure everyone is comfortable with the rules and the course layout.
- 6. The first car then stages for a run. All drivers are welcome to request myself or another experienced driver to go with them to provide feedback and guidance.
- 7. Timing is provided for each and every run and every driver gets a minimum of six runs.
- 8. We are normally done by 3pm.

The dates are always on a Sunday and are set as follows for this year: • May 19 • July 28 • August 25 • October 6.

Check pcaucr.org for the latest updates and registration information. The location continues to be the Toronto Star in Woodbridge. I want to thank the Toronto Star for continuing to provide us with the use of this excellent facility.

We are always scouting for new venues so please email me directly if you have any suggestions. I would also like to extend an invitation to anyone interested in taking photos of the event. My photo collection needs some updating!

I'm looking forward to meeting new drivers and catching up with old friends this year!



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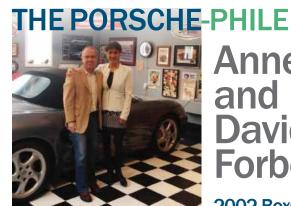


This is a multi-margue, multi-event car enthusiasts' dream. Take advantage of the very low entry fee to the Mosport grounds, courtesy of VARAC; choose to park your car in the corral - or not; take in the historic car racing action on track and roam the paddocks to see the many beautiful cars at this annual vintage racing festival; cheer on your fellow UCR members as they compete; choose to participate in the Show and Shine

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www.legendsoftheautobahn.ca



David Forbes

2002 Boxster S

avid and Anne Forbes joined UCR in 2007, and David is currently serving as a Director on the UCR Board. David has spent over 37 years as a financial advisor for BMO Nesbittt Burns. Anne is a Principal of Alternate Education Schools with Trillium Lakelands District School

Since becoming members of the club in 2007, they have had one great experience after another. David became the Fun Run Chair in 2008, and has continued to host annual Muskoka Spring and Fall Fun Runs. David and Anne have enjoyed the opportunity of sharing their home and the beautiful landscape of Muskoka with the many Porsche friends they have made over the years. These runs usually involve an early morning start at the local coffee shop, and then it's a beautiful Conga-line of approximately 20 Porsches meandering through

They enjoy attending the DE events, as well as the GT3 cup races, and are often seen in the "pits" supporting friends and even polishing cars on occasions. The highlight of their involvement with the Club to date is David's commitment to track days for families with special needs children and young adults. They have been impressed with the level of dedication from many club members who support and participate in those unique special events. David and Anne believe that these experiences within the club are just like having extended family.

Currently, David is busy planning with other members of the club to host track days at the DE events for children and young adults with cancer, working in partnership with Hearth House. These events follow the success of the track day



that was held for special needs children in June 2012, and again this year. The Porsche team efforts resonated in the hearts of every member and guest who attended, and the smiles on the faces of the

kids said it all! The UCR experience can only be described as magical. David and Anne consider it a privilege to be part of an organization that is all heart, putting people first and cars second. They believe that the

camaraderie of the Porsche track car and fun run enthusiasts is second to none. They look forward to many more productive and fun years with their Porsche friends and family.



the gorgeous country side, stopping at quaint little stores then lunch at a great restaurant, afternoon cocktails at David and Anne's home, and ending the day with dinner in Bracebridge.

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.



MAY 2013 The Journal of Upper Canada Region TRACK



Dave Osborne UCR Track Chair



ur first event at Mosport (CTMP) is just around the corner, so we have a real treat in store for you. Not only do you get to drive the new and improved corners on the track, but we are going to have a Munchie Buffet Social on Saturday, so we can all get together and talk about it. Our event give-away for May is something John Adam suggested last year. We couldn't offer it until now because the personalization required more lead time than we normally have between events. But since most of you signed up early for the first event this year, it's a perfect time to produce them. You'll just have to be there to find out what I'm talking about.

Just a couple of Track Event reminders: Your car must have a Tech Inspection at one of our Tech Centres (listed in Provinz and online at pacucr.org under Driving and Driver Education) within three weeks of each event. There have been some important additions to the Tech Forms, so please make sure your shop uses the 2013 version. Check your helmet and harnesses for compliance, and make sure you have car numbers so we know who you are on the track. Wear track-appropriate clothing and prepare for anything. The old joke used to be if you don't like the weather at Mosport (CTMP) just wait ten minutes. With that in mind, bring something to put your stuff under in case it rains. There is nothing like grabbing

an extra sweater when it's cool and finding out that it got wet.

Since this is our first event of the season it's to your benefit to arrive earlier than usual. We are going to be juggling things a bit as far as meeting locations and classrooms now that the old tower is gone. It's also no fun to arrive in the last ten minutes and force yourself to run around trying to get everything done. Get there early, unload your car and go through Tech. Then you have lots of time to enjoy a complimentary cup of coffee and a donut while catching up with old friends and making your way to the meeting location. For those who are old hands at this, please keep in mind that our Drivers' Meeting is the PCA Mandatory Safety Meeting. You must be there to get all current safety updates before you participate in the event. Anyone arriving to the track later than 8am will find all the Registration stuff in the new tower. Unfortunately they may have to wait until after the Driver's Meeting (Safety) to get fully checked in. To avoid missing your first run of the day, please don't be late. It not only puts a strain on you, but it makes life difficult for all the enthusiastic volunteers who make the DE program possible.

We are looking for an enthusiastic Black run group driver to help Keith Andersen with

the fire bottles and cones this season. It needs to be someone who comes to all four of the UCR Mosport events and would like to inherit the Safety post when Keith retires. Sheri Whitlock is going to help Brent Muir out at Registration this season so you can look forward to seeing her smiling face on Saturday mornings. The Registration desk is always a twoperson job with the waivers, envelopes and giveaways. Del Bruce and I went to the track on April 20th to take a tour of the new facility and work out the operational bugs. So by the time you read this we should know what we are doing...lol. That sounded optimistic didn't it?

Since the invention of cars they have been used to bring people together. It's no mystery that Windsor, London, Toronto, Kingston and Ottawa are all about two hours apart from each other by car. Back before cars that distance was a day's travel. There were some exceptions, like Hamilton, but that city was established by its natural harbour rather than land travel. We use our cars to bring people together too. Sometimes it's a stranger in the auto parts store who wants to know which model you own. In this case it's the hundreds of owners of the same make of car, getting together to form a club. That was the natural evolution of Porsche ownership.

I'm sure that at first the Club's purpose was to figure out how to fix the darn things. Parts were scarce and knowledge was even harder to find. Learning to drive the quirky little foreign cars soon became the quest, with those who were good at it giving tips to those who were less skilled. Now our cars are a backdrop for advanced driver education, wine tasting, rallying, touring, socials, autocross, concours and skiing. The one thing that hasn't changed is the people you can share these experiences with. They are bright, kind, welcoming and very knowledgeable. They are willing to share their passion for Porsche and for life with you. So if you're one of those people who just sit at home and collect a magazine every month, you are missing out on the whole point of Upper Canada Region. It's the people!

Sign up for something today—anything. Get involved and you will be rewarded with hundreds of new friends and activities. Sign up for a Track Sampler and experience what we do in the DE program. If you don't think it's awesome I'll give you your twenty bucks back*.

See you trackside, Dave

*Refund subject to the following conditions; Participant must answer a skill testing question about the origins of the Universe while standing on one leg for two consecutive hours and have a large breed three-legged dog named Bob. Offer not valid in Ontario.

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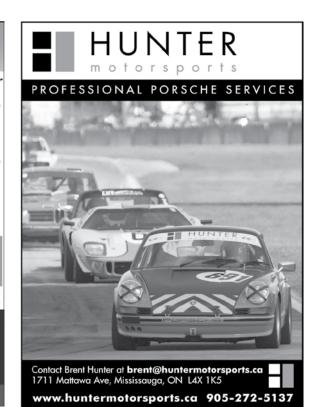
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OBJECTS OF DESIRE



Provinz Editor

Three hundred and twenty

ow that's a number to get excited about. It's the number of kilometres I drove on my first track outing of the season on April 26th at the CTMP (Mosport) Grand Prix track.

What a day! Beautiful spring weather, lots of lapping time, and track improvements that made me smile. How is it that a little sticky pavement and wider runoffs can make an old, familiar friend seem so much more interesting?

Like so many drivers, I was both skeptical and dying of curiosity about the track improvements CTMP embarked on at the end of the 2012 driving season. The pictures that circulated of the old concrete patches being jackhammered out and paved with special, sticky asphalt, along with the new, widened run-offs at corners one, two, five, and eight through ten whetted appetites all winter long. Speculation about the changes circulated with the ferocity of a NASCAR race going round and round an oval—lots of sound and fury, but going nowhere.

So it was with fluttering stomach that I drove out onto the new track. It was cold out—well below the optimal operating temperatures for my R-compound tires—giving an even better excuse for extreme caution than the unknown pavement and uncharted corner run-offs. At first it was hard to tell if the new track felt any different; at slow speeds and with cold rubber there wasn't much to say about it. But as the tires and the driver warmed up the differences became evident.

The new pavement is sticky like flypaper. Small cars are in danger of getting mired in it if they're not carrying enough momentum, and big cars will be launching off the stuff like jump-jets from an aircraft carrier. It's seriously different from what we experienced last year. I am very much looking forward to the track walk event to get a close-up look and feel, even a sniff of the stuff.

It has essentially reversed the old problem of going from regular track to slippery concrete. Now the transi-



tion to watch for is from the new sticky sections onto the old track surface, which does not offer quite the same level of grip. The car may be upset by the switch in new locations on the new track, but it doesn't take much getting used to. The new swathes of sticky-toffee paving are wider than the old concrete and seem to extend much further. giving better adhesion through a greater part of every corner. It will be really interesting to see how the new asphalt behaves in very hot weather and in the wet.

The expanded run-offs require a different adaptation in your driving. Sightlines are tremendously modified, especially at the fives and through nine and ten. It takes some laps to stop sightseeing the changes and find your own marks and targets on the track and surrounds. At ten, particularly, the absence of the old tower is really noticeable.

Going back to the track this year is like finally meeting up with an old flame you've been thinking about, then realizing they're actually better looking and more charming than you remember. There's nothing like a makeover to make an old friend more appealing. At the core, it's still the same old Mosport we know and love, but the new-look CTMP is pretty attractive. Under the cosmetic changes, the track still undulates and winds just as we expect it to, but now it's a faster, possibly safer, and definitely glitzier version of its old self.

Once I started driving it was really hard to stop. That checkered flag was a major nuisance, and the half-hour run sessions sped away like a GT3 leaving my 944 in its exhaust on the back straight. Each lap felt better than the last, speed and confidence increasing with every turn. I felt giddy, falling in love with the new track, with spring and my car with its new tires.

I will still miss the old Castrol tower, though. As someone driving that day said with some irony, "What's the problem? That was just an ICON?" Sums it up pretty well. Get the makeover, just don't change everything!

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Snow & Shine

Open House attracts a hardy crowd

By Mark Solomon, **UCR Open House Chair**

onths of planning and anticipation turned into days of hoping for no rain as the forecast predicted. Well, we had rain, and lots of it on the Friday before the show as

a few of our vendors drove out to the venue to deliver cars, clean and prep them for the show, then leave them in a warm shelter overnight. Pfaff delivered their Bronze Edition 991 which made quite a statement in the central area of the building.

Neil Whitlock, who was my right hand man taking care of the vendor bookings for this event, was there with me setting up fencing for the show and shine area, in the rain. My hopes were for the clouds to disperse all of the moisture they contained on the Friday so that the Saturday would be dry. I mentioned to the vendors that even if it was cold no rain would be fine—I got my wish. It didn't rain—it snowed!

Saturday morning had me driving my 911 through the snow—it was not the way to enjoy a nice spring







drive, but as event chair the least I could do is have my Porsche at the event. Kye Wankum arrived with all of the club's signage and banners, and was a great help, along with past president Mario Marrello. Most of the vendors arrived early to set up, while the event chairs in attendance showed up a little later.

Laurance Yap from Porsche Canada arrived with the new 2013 Cayman and set up immediately to the right of the Pfaff 911. Walter Murray arrived with his race car set-up and he parked the white truck and black





trailer with the red race car immediately in front of his trailer. It made a fantastic statement in front of the Markham Fairgrounds sign, welcoming anyone wishing to attend our Annual Open House.

With expectations low due to the cold and snow, the day was quite successful. The parking lot at one point had more than 20 Porsches in front of our building and the foot traffic through the building pleased all of our vendors, who had a good day of sales despite the weather. This is definitely a testament to our membership. The desire to get that beloved Porsche on the road after a long winter break is still alive and well at PCA UCR, where even snow could not break our spirit to attend one of the first club events of the year. One member of our club not only drove from Barrie

for the Show and Shine but left early before being recognized for his efforts, apparently concerned that the black clouds looming meant certain snow on his return drive. I do not know his name but I would love for you to contact me so that I can make arrangements for you to receive a small token of our appreciation.

Members attending easily topped 200 and foot traffic was probably well over 1,000.

I would like to thank Neil and all the other UCR members who made this event possible, as well as the



event chairs who graciously shared their time for the good of the club.

I'm looking forward to meeting many more great members of the PCA UCR throughout the remainder of the driving season as I too reap the rewards of membership and the many opportunities that the club has to offer!



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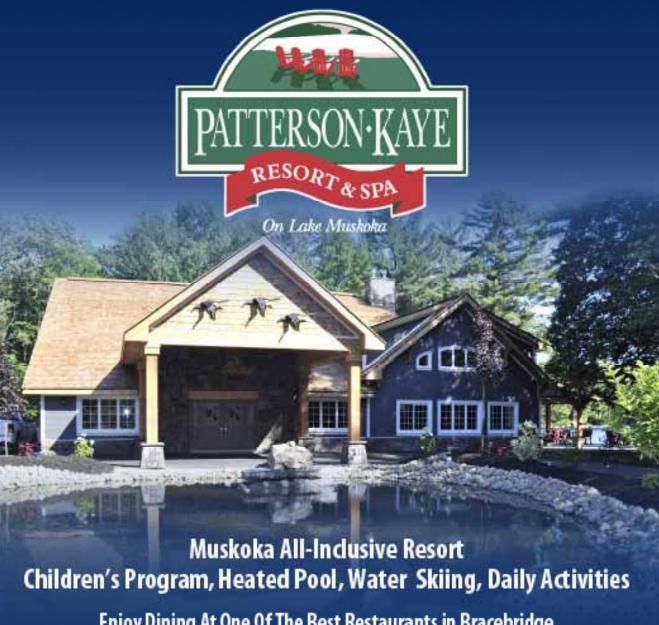
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The IDS of April







First crop of new drivers learns the basics

he April 13 IDS did not disappoint, with the weather gods consistent as ever in doling out the expected rain, cold, wind at the Driver Development Track at Canadian Tire Motorsport Park (Mosport). But in spite of the inclement elements, it was a full house with only a couple no-shows, and several non-Porsche cars taking their turns alongside all the "Nines" on the skid pad, slalom course and track.

Thanks to all the well-weathered volunteers, instructors and course marshals alike, for braving the elements and helping our new cohort of drivers learn the basics of safely piloting their Porsches on the track and street.

We look forward to seeing all the graduates at Driver Ed very soon!



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Bear Manor Third Annual Poker Fun Run Your hosts: Vaughn & Jennifer Werrington

We've had two great years and are happy to host our third annual Fun run through the Niagara Escarpment along with the added fun of a "Poker run" all culminating with a summer inspired lunch.

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Poker Run/Lunch deal:

- \$35/person
- 2 hour curve inspired poker run with prizes for you and your "ride".
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- 10AM start
- Limited to 30 cars



Call Vaughn to: 1) qualify your ride 2) book your Poker Run Day 905-685-6775 or email: vaughn.warrington@nbpcd.com

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



THE STEERING COLUMN



Emily Atkins
Provinz Editor
porschemily@rogers.com

ast month, I mentioned the team of dedicated volunteers who make this all possible; now I'd like to thank them for all they do to make Provinz a success. Advertising Chair Paola Fiocco looks after selling the ads, client contact, and making sure that Publisher Richard Shepard (who also ensures that Provinz makes it to the UCR website

in a timely fashion each month) has all the details to pass on to treasurer, Robert Moniz. Overseeing it all is Communications Director Kye Wankum.

On the editorial side, I am very grateful for the help of Managing Editor Garth Stiebel, who has the great responsibility of reminding our many contributors to send in their articles. And then there are the many contributors, both regular and occasional who make Provinz such a democratic reflection of the club. From the President's Forum, to Dave Osborne's

Track Talk, to George O'Neill's Tech Session, to John Adam's two columns, and Isabel Starck's social report, all are eagerly anticipated regular features.

Behind the scenes are our photographers, Eshel Zweig and Michael A. Coates, along with all the others who submit their photos, and Neil Dowdell who is quietly helping by rounding up volunteers for the monthly Porsche-Phile profile, and Angie and Mark Herring who ensure all our new members and members' anniversaries are correctly recognized.

Did you know that Provinz relies on the advertising you see in these pages? It allows us to produce a great-looking, full-colour magazine every month, jam-packed with great stories about the club's activities, personalities and wonderful cars. So, if you run a business offering services or products that are a good fit for our members, please drop Paola a note, and find out about advertising opportunities. And of course, please support our advertisers with your business, and be sure to let them know you saw their ad in Provinz.



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John Adam

PERIPHERAL VISION

ife is good at this time of year. The winter blahs have been shaken off. The snow has melted, even in ski country. The 911 has been readied and our driver education season will get back on track at CTMP (Mosport). Take pleasure in the fact that the good weather is finally with us, summer is just ahead, and opportunities to take advantage of it abound.

In mid-May we will be touring British Columbia, with a stint in the Okanagan Valley wine area followed by a multi-event Porsche Club weekend on Vancouver Island.

Not a Trackie? PCA Zone 1 will host the 33rd Annual Zone 1 Concours & Rally, May 18-19 in New Hampshire. The weekend activities will include a rally through the historic countryside, a full and peoples' choice Concours d'Elegance, a swap meet and vendor sales. This event is geared for both the novice-level as well as the experienced PCA member alike, offering something for everyone. It is centered around the host hotel, Homewood Suites. This is a glorious opportunity to take a long, leisurely spring drive across New York and

Massachusetts just for the fun of it. Complete information is available on the Zone 1 website http://zone1.pca.org.

Bookings are open for Zone 1 @ The Glen June 14-16, CVR at The Glen June 17-18 followed by Niagara at The Glen, June 19-20 and Potomac Region June 21. Awesome opportunity for up to eight days on track! The weekday events are less crowded than Zone 1, thus better track conditions. Some drivers who have just spent the previous three days at the Zone 1 weekend event will hang in until they run out of tires or something breaks.

A nearby hotel is The Falls Motel, in Montour Falls. We will opt out of The Glen events this summer because Parade in Michigan is on the family travel calendar for June, as is the UCR Club Race (and there are other demands on the family bank account).

We are spoiled by having a wealth of choices. Since we can't be away EVERY weekend, we need to make our selections. So, what's on your schedule? Get the P-car out and enjoy.



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