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Cover: Photo by Brian Wallace, UCR Member.



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2013 CALENDAR OF EVENTS

Please check future issues of Provinz, as details for some events are yet to be confirmed. As always, for last minute updates on all events, please visit the UCR website at www.pcaucr.org

MARCH	F .		19-20-21	Fri-Sat-Sun	ALMS race and Porscheplatz, CTMP		
1	Fri	Ski Day, Osler Bluff Ski Club	28	Sun	Fun Run: Collingwood		
12 23	Tues Sat	UCR Social Cayenne Fun Run: Sugar	28	Sun	Autocross: Toronto Star, Vaughan		
APRIL		Shack Run	AUGUST				
9	Tues	UCR Social	3	Sat	UCR Rally, Bakhtar Kabab Restaurant, 5925 Tomken Road,		
13	Sat	Introductory Driving School, CTMP Training Facility	1.0	т	Unit #1.		
20	Sat	Open House: Launch into Spring, Markham Fairgrounds	13 17	Tues Sat	UCR Social Introductory Driving School, Shannonville		
27	Sat	Introductory Driving School, CTMP Training Facility	17-18	Sat-Sun	Driver Education, Shannonville		
MAY		5 11 3	25	Sun	Autocross: Toronto Star, Vaughan		
4	Sat	Fun Run: Muskoka Spring Run	SEPTEM	RFR			
11-12	Sat-Sun	Driver Education,	7-8	Sat-Sun	Targa Muskoka		
		"Swing into Spring", CTMP	10	Tues	UCR Social		
14 19	Tues Sun	UCR Social Autocross: Toronto Star,	14	Sat	Fun Run: Porsche of London, London Run		
25	Sat	Vaughan Fun Run: Beaver Valley	15	Sun	UCR Concours, Moser's Grill, Guelph Line, Burlington		
26	Sun	Fun Run: Kawartha	20	Fri	Braidan Tire / Michelin Charity Day, CTMP		
JUNE			21-22	Sat-Sun	Driver Education,		
1	Sat	Fun Run: Porsche of London, Simcoe County	00	0.1	Fall Colours, CTMP		
7	Fri	Charity Event, Black & Red Run	28	Sat	Fun Run: Muskoka Fall Run		
		Group Training Day	OCTOBE	R			
8-9	Sat-Sun	Driver Education, Track Walk Event, CTMP	8	Tues	UCR Social		
11	Tues	UCR Social	19-20	Sat-Sun	Driver Education, Oktoberfest, CTMP		
15	Sat	Fun Run: Bear Manor Niagara Escarpment Run	26	Sat	Cayenne Fun Run: Porsche- Abilities Family Run		
15	Sat	Legends of the Autobahn, CTMP	26	Sat	UCR Rally, Bakhtar Kabab		
16	Sun	Yorkville Exotic Car Show			Restaurant, 5925 Tomken Road,		
28-29-30	Fri-Sat-Sun UCR Club Race & Advanced Lapping, CTMP		Unit #1 NOVEMBER				
			12	Tues	UCR Social		
JULY			23	Sat	Annual Banquet		
9	Tues	UCR Social	DECEL	NED.			
12-13-14	Fri-Sat-Sun	Driver's Education, Can/Am with NNJR, CTMP	DECEME 10				
		WILLI ININJK, CTWIP		Tues	UCR Social		

PRESIDENT'S FORUM



Walter Murray **UCR President**

t's hard to believe that a year has again gone by in the blink of an eye. When I had the honour of being elected your President last November, I thought I knew a little about PCA and our Club, UCR. Turns out, little was correct. It has been a learning and engaging process over the past year.

I have been a very active DE participant since joining the Club, and I have come to truly admire the outstanding leadership of our DE chair, Dave Osborne. He has run this important area of UCR for many years, building a great team that functions in an incredibly smooth and effective manner. We have the best Chief Instructor in Stephen Goodbody and Ian John Assistant Chief Instructor, of any Region. Let's extend our sincere thanks to them for all their great work.

I was off to the Zone One annual meeting in November 2012. The heads of the other 12 Regions that make up the Zone met in Albany, NY. This was all under the very capable leadership of our own Jennifer Webb. Among the many things we talked about was Targeted Marketing. We offered to be a Beta test site as our own Ken Jensen who is in charge of membership retention is an absolute whiz in technology. The benefit from this will become more apparent as 2014 unfolds. Thanks Ken.

Later in the year, along came Parade, a gathering of 1,400 of your closest Porsche friends. From Rallies to Concours, to dinners and the unveiling of the new GT3, all told it was a spectacular event. It was incredibly special to be again recognized as the Region with the largest Absolute Growth and be the class winner for Provinz and our Website.

As President, there are many occasions where it is important one has a contextual appreciation of what has gone on before. I quickly learned that my good friends John and Rosemary Adam are an encyclopedia of PCA/PCA-UCR knowledge. My thanks to you both for your deep insight and all your invaluable assistance.

I have also come to realize David Forbes truly has a heart of gold. He quietly goes about being Fun Run event chair and he and Anne host the Spring and Fall Fun Runs. Thanks to David's efforts we are now up to 12 Fun Runs, with close to 400 participants. In fact, our Muskoka Fall

Fun Run in late September had a record-setting 40 cars. Also, while he humbly deflects recognition on having the idea to give young cancer patients a ride at Mosport, he IS the originator. So thank you David Forbes, you are truly

I would also like to thank the members for all their great support and efforts: Arthur Quinlan - VP, Mario Marrello -Past President (my go to person for "technical" help), Sheri Whitlock - Secretary and DE Registrar with husband Neil, Robert Moniz - Treasurer, Richard Shepard - our awardwinning Webmaster, Provinz Editor Emily Atkins and her team of Garth Stiebel - Managing Editor, Eshel Zweig - Photo Editor, Michael Coates - Club Photographer, and George O'Neill - Tech Editor, who have done such a great job with Provinz; Directors Del Bruce, Mike Bryan, David Forbes, Horst Petermann and Isabel Stark. They, along with all the Event Chairs, Dave Osborne - DE, Stephen Goodbody - Chief Instructor, Bruce Farrow - Appraisals, Mike Edmonds - Club Race, Chris Ralphs - Concours, Andy Hunt - Goodie Store, John Adam - Historian and the "voice" at Mosport, Angie and Mark Herring - Membership, Ken Jensen - Membership Retention, Mark Solomon - Open House, Jennifer Webb - Zone 1 Rep, Sajjad Butt -Rallymaster. They, along with countless volunteers, make it all happen. So join me in extending to all a great big thank you for a job well done.

There is one key Executive I have not yet mentioned and that is Kye Wankum. Kye has been our Director of Communication for the past year and prior to that the *Provinz* Editor for over seven years. His editorial and graphics skills are legendary and he has unselfishly given thousands of hours in support of UCR. The PCA Provinz award was on his watch. Kye will be stepping down from the DOC position at the end of the year to take a well-earned break. So Kye, I have the privilege of recognizing your outstanding contribution and extending on behalf of our 3,300 members our most sincere thanks for an incredible job over so many years. You have left an indelible mark on the Club, and we thank you.

In closing keep in mind our Year-End Banquet, an evening of celebration on November 23. See Provinz and the website. Sign up early as attendance is limited to the first 100 members.

In the meantime, drive safely.

Walter Murray



Welcome!

NEW MEMBERS

Name	Location	Model	Thanks To
Patryk Adamczyk	Toronto	10-911S	
Ali Ahmed & Omar Khan	Oakville	01-911	Rennlist
Allan Becker	Richmond Hill	85-911	
Russell & Jane Chan	Oakville	11-Cayman S	
Kevin Choquette	Toronto	11-911 TS	
Mike Cybulski	Kitchener	99-911	
Carl Davis	Corunna	99-911	Porsche of London
Jeff & Denise Duncan	London	02-Boxster	
Stephen Freeman	Lucknow	14-Boxster	Porsche of London
Andrew Grossman	Toronto	08-911 C2S	
Phoenix & Valerie Guet	Toronto	13-911 S	
Maria & Karl Hale	Toronto	06-911	
Colum Henry	Oakville	01-911	Greg Doff
Craig Hines	Sarnia	14-911	Porsche of London
George Kaveckas	Barrie	07-Boxster	Shift into Spring
Robert Keilty	Toronto	12-911 T	
Hamid Ariana Kian	Richmond Hill	13-Cayenne	Porsche of London
Maanlin Joanna Lee	Markham	13-Cayenne	Porsche of London
Wojcieen Ordak	London	14-Cayenne D	Porsche of London
Michael Parker	Richmond Hill	05-911-TS	
Gary & Jody Peters	Bowmanville	75-914	
Vincent Pilmoor	Burlington	72-911E	
John St. Croix	London	11-Panamera	Porsche of London
Chris Vankooten	New Hamburg	13-Cayenne D	Porsche of London
Baldwin Wong	Unionville	06-911	Mantis Racing

Congrats! ANNIVERSARIES

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25_{YEARS} Samuel & Linda Chan Garrett & Maria Herman

David & Linda Scott John Somerville Jim Woroch

15_{YEARS}

Glenn & Sacha Thomas

10_{YEARS}

Gordon & Anne Ballantine Mary-Anne Baun Dena Castro Brian & Barbara Crawley Darryl Hansen Phyllis Jones

Timothy-Jon Potocic & Marni Wolfe Lynne Quattro Karen Rose

5YEARS

Carl Kafarowski Genny Kelly Glenn Kirby John & Gabriella Leroux Mark & Helen McArdle

Marlee Neuman Jansin & Sandra Ozkur Gerry Wisnoski & Imke Schaible Winston & Wilfred Wai















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



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THE WAY WE WERE...

25 Years Ago

Communications were just beginning to get easier. Your editor had added fax to his Envoy 100 (from Bell) and CompuServe to his communications methods. Scott Goodyear and Richard Spenard were leading at local race events. Paul Cipparone, Gustavo Martinez, Joel Reiser and Barry Whitnell were new members. For driver education, we reported on a Monday event on the Shannonville Nelson short track with 40 attending. The autocross series was called "Porsche-Corvette Challenge" with seven Porsche entrants against 40 Corvettes and a smattering of other brands. Paul Robinson, Ingrid Robinson, David Swain and Botho von Bose held the Porsche flag high. **George Barbu** wrote a letter to the editor about a detailer. George, buy another Porsche and come back! The Pfaff Concours d'Elegance had dark horse winners usurping traditional winners with the high score going to Terence Clifford.

20 Years Ago

If anyone has a copy of the November/December 1993 edition, I would appreciate it for the archives. Mine is cut up. Rick Dean wrote a Christmas poem. Rudy Bartling, Cray Scarlett and David Scott joined. Peter Thomson (yes, the locally famous one) bought a 968 Turbo Euro racer and showed up at a Mosport DE event. I wonder where that car is now? Bruce Farrow wrote about brake pads, while Ben Ciantar wrote at length about 944 timing belts. 179 attended our four DE weekend events. Fourteen of those attended all the UCR DE events. License plates included QC and 12 US states. The awards banquet was held at Movenpick on York St. A new editor was in the wings.

15 Years Ago

Once again, new editors were in the wings, taking over from **Bill Pic** and **Ed Morrow**. **Kathleen Grace Farrow** was born October 12. Now, at age 15, only three more years before going on track in a Farrow Porsche. **Major General Lewis MacKenzie (ret)** was our Awards Banquet speaker.

Contributed by John Adam, UCR Historian

AN EVENING OF CELEBRATION

The Annual UCR Year End Banquet, Saturday, November 23 at Riviera Parque in Vaughan

Our Awards Banquet is an evening of celebration. It is an occasion to give recognition to the members and generous sponsors who enable us to deliver the "Porsche Experience" throughout the year.

It is also a time to enjoy the camaraderie of our fellow members, while hearing about the latest Porsche news and listening to the incredibly successful journey to world-class recognition by one of our very own.

We will also honour the exceptional support of Downtown Porsche in helping us again win the largest absolute growth of the 140 Regions in PCA.

So come out and be part of what promises to be a memorable evening!

A great venue with wines to match

Our Venue, the Riviera Parque, is near Hwy 400 and Hwy 7, so bring your Porsche and get there easily.

Guest Speakers

Alexander Pollich is Porsche Cars Canada's new Chief Executive Officer. Expect to hear all the latest news from Stuttgart.

Listen to Sondra Radvanovsky tell us what it takes to become one of the very best sopranos in the world. Blessed with an incredible voice, from an early age Sondra knew what she wanted to be. Sondra will join us and tell us about the bumpy road to operatic stardom.





The menu with accompanying wines

Reception

Armani Pinot Grigio

Roasted red pepper soup with garlic herb crostini Armani Pinot Grigio

Risotto with a trio of mushrooms Farnese Negroamaro

Filet mignon wrapped with hickory smoked bacon along with giant grilled shrimp
Wine to be selected

Green salad

Cherries Jubilee Flambé Konzelmann Special Select Late Harvest

We will make every effort to accommodate your food allergies or special dietary needs if requested.

When: Saturday, November 23; 6:30 pm Reception, 7:00 pm Dinner

Price: \$90 per person

Where: Riviera Parque, 2800 Hwy #7, west of Creditstone, Vaughan, ON L4K 1W8

Hotel: Hilton Garden Inn, Toronto, Vaughan; phone 1-877-STAY HGI. Group Code: PCUC

Closing Date: Your booking or cancellation must be received by **Friday, November 15**. Your cheque payable to PCA-UCR or VISA or MasterCard information will reserve your place at the event.

Please find the event flyer mailed with the October issue of Provinz or go to the UCR website at www.pcaucr.org to download the flyer (http://pcaucr.org/ai1ec_event/2013-awards-banquet/) and mail it to John Adam, 416 Isabella Avenue, Mississauga ON L5B 2G2 or simply email John at johnqadam@rogers.com



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

November 12, 2013 6:30 pm

Speakers: Tam Seto, Senior Consultant and Robert Moniz, Canadian General Manager and Vice President of Sales, GlassHouse Systems Inc.

Our November Social will feature the intriguing topic of Telematics, technology that allows an insurer to track the driving behaviour of a customer by installing a device within the vehicle to track acceleration, cornering, speed and braking. These on-board devices, together with cellular networks, are providing the communication infrastructure to the insurers. In the near future, geo-mapping will be included to pin-point these driving behaviours on maps. Tam Seto, senior consultant with GlassHouse Systems, will outline where the industry currently lies as well as where it seems to be trending. Space is limited. Please RSVP to: social@pcaucr.org Location: The Musket, 40 Advance Road, Toronto, Ontario, M8Z 2T4, www.musketrestaurant.com, 416 231-6488.

December 10, 2013, 6:30 pm

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



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OCTOBER SOCIAL

New kid on the block

By Neil Dowdell, UCR Member

n Tuesday, October 8th, Upper Canada Region held its monthly social at a brand new venue—Porsche Centre Oakville. PCO is not only new, it's one of the largest Porsche dealerships in North America, owned by the Policaro Automotive group.

The event was hosted by General Manager Francesco Policaro, who put on quite a spread with car and driver photos and catered food, test drives in five different Porsche models and group tours of the facility. The dealership comprises 55,000 square feet with a 22-car showroom and a state-of-the-art interactive, "direct dialogue" service department and restoration facility.

UCR social directors Kathleen Wong and Laurel Ward greeted some 255 UCR members, and helped organize a fun evening.



Photos by Michael Coates





Photos by Eshel Zweig





GM Francesco Policaro and guests.



Jay Lloyds, PCO Classic Car Consultant, leads a tour.



Election Notice

Porsche Club of America, Upper Canada Region, Inc. Notice Of Annual Election Results

In accordance with Club By Laws, Board nominations for 2014 closed as of October 15, 2013. No further nominations were received other than those proposed by the Nominating Committee.

Consequently, the following are acclaimed to take office as of December 1, 2013.

President -Walter Murray
Vice President -Mike Bryan
Past President -Mario Marrello
Treasurer -Robert Moniz
Secretary -Sheri Whitlock

Interim Director of Communications - Mike Bryan

Directors

Del Bruce, Kathleen Wong, Mick Oliveira, Mike Edmonds, Arthur Quinlan

We congratulate all and also extend a sincere thanks to Directors who are stepping down due to term limits or other commitments, namely David Forbes, Horst Petermann and Isabel Stark. And someone who has been the linchpin of *Provinz* for so many years, our retiring Director of Communications, Kye Wankum. Come out to the November 23 Banquet and join me in thanking them and others for their many years of helping make UCR the great Club it is today.

Walter Murray, President



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Daniel and Derek Solarino, UCR Member.

n Saturday September 21st, The Porsche Club of Canada treated six pediatric cancer families from Hearth Place Cancer Support Centre to a wonderful afternoon at Canadian Tire Motorsport Park in Bowmanville. The rainy weather was unable to slow down an

A day to be normal

By Carolyn Hoar, Hearth Place

enthusiastic group of kids who couldn't wait to get out onto the track! The smiles were huge as the children zipped around the track in vehicles driven by instructors. One enthusiastic little four year old boy was so thrilled by this experience he didn't want to get out of the car! It was even more meaningful to him because he has just been deemed palliative and his family are keeping hope alive and are trying to make as many wonderful memories as possible.

This was a fantastic opportunity for fun and new experiences that families could enjoy together to forget about medical realities for a few hours. Thanks to PCA-UCR for opportunities like this that allow our pediatric cancer families to return to "normal" for a few hours. It lets kids be kids!



2 Drovinz

NOVEMBER 2013

The Journal of Upper Canada Region

TECH SESSION

Top 10 list of Don'ts

By Pedro P. Bonilla GCR PCA

thought I'd put together a quick "top 10" but it hasn't been quick at all. This has taken serious thinking, to put them in order and to pick the top 10.

No. 10 Don't drive on worn tires

Make sure you regularly inspect your tires, and especially look at the inside edge which, because of the negative camber in our cars, tends to wear quicker.

Worn tires can be very dangerous especially when wet since they lose their capability of pumping out water and can easily hydroplane and lose adhesion to the road.



No. 9 Don't drive with the wrong psi

It's almost as bad as driving on worn tires. Make sure to check tire pressure often and adjust accordingly. On new cars there's a warning light to remind you, but on older cars

you need to make it a habit. The correct psi should be shown on a sticker inside one of the door frames.



No. 8 Don't try to save using cheap gasoline

By using a lower and cheaper grade of gasoline than the one recommended by Porsche, you may think you're saving money, but in the long run the car will consume more gallons per miles driven, throwing your "savings" out the window. The recommended gasoline grade is specified in your owner's manual and/or next to the gas cap.







No. 7 Don't put oil in your coolant

It's very easy to mistake (if you're color blind) the coolant cap and the oil cap especially in a Boxster or Cayman where they are side-by-side. The oil cap is always yellow



and the coolant is blue. People who remove both caps at once could easily make the mistake. If you do mistakenly put oil in your coolant, the whole system needs to be flushed and replenished with new coolant.

No. 6 Don't put coolant in your oil

I know at least of half a dozen cases in the last couple of years where someone has put coolant in the oil or vice-versa. If coolant is mixed with the oil by mistake, the oil needs to be drained, filled with fresh oil, run for a few minutes and drained/filled again.



Tech Editor's Note: Top 10 lists are everywhere. David Letterman certainly made them a staple of his late night talk show. Even our friend Pedro Bonilla from Pedro's Garage has put together a Top 10 list of things not to do with your Porsche. If you follow his advice, you will be well on your way to many years of happy motoring. So read on and enjoy.

As always, if you have a topic of interest you would like covered in a future tech article, or even better, one you wish to write about yourself and submit, please send a note to George@ONeillAdvisors.ca. – George O'Neill, UCR Tech Editor



George O'Neill

No. 5 Don't go over 5,000 mi. without an oil & filter change



The new synthetic oils can certainly go well over 5,000 miles without breaking down, but the only (cheap) way of "looking" inside your engine is by inspecting your oil filter and carefully looking to see if there are any metal particles embedded in the filter's paper folds. At our shop we always cut and spread out each and every oil filter element that

we replace and then we carefully inspect it under a strong light source, with a magnifying glass and a magnet. A small amount of aluminum particles is normal and come from regular use. What you don't want to see are shards, strands or large chips or any ferrous particle (attracted by the magnet) which are indications of unhealthy wear.

No. 4 Don't go over two years without a brake flush

Because brake fluid is very hygroscopic (water absorbing) it will pull in water molecules from the air, through the brake lines and into the brake fluid. As we all know, liquids are very hard to compress and that's why brake fluid is a liquid. But when water mixes in, as soon as the fluid's temperature reaches

212°F the water boils and becomes vapor which is now a gas and is easily compressible. When this happens your brakes become mushy and the pedal feels like it wants to go down to the floorboard.

No. 3 Don't go over the recommended service mileage

Porsche recommends specific service intervals for each particular car. Make sure you know your car's service intervals and stick to them. The services performed at each interval make sure that your car runs in optimal condition and save you money in the long run.



maintenance intervals for Porscale vehicles

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No. 2 Don't overlook an "idiot" light



First, make sure that they are all working by testing them regularly. If one of them is not working then when it needs to warn you of that issue you won't know. To test the "idiot" lights switch on the ignition and look at the dash lights. They should all momentarily light up. If some don't, their bulbs may be burnt out.

No.1 Don't overlook your IMS

If you have a "wasserboxer" (water-cooled flat-6) from 1997 through 2008 (except Turbos and GT3s) you could have an issue with your IMS (intermediate shaft) bearing. The good news is that there now is a final fix for the IMS bearing malady. It's called the DOF (Direct Oil Feed). Contact us for details.

If you follow this list of 10 don'ts you and your car will be happy for a long time.

To learn more about all of these technical topics, please visit my website at: wwwPedrosGarage.com.

Happy Porscheing, Pedro



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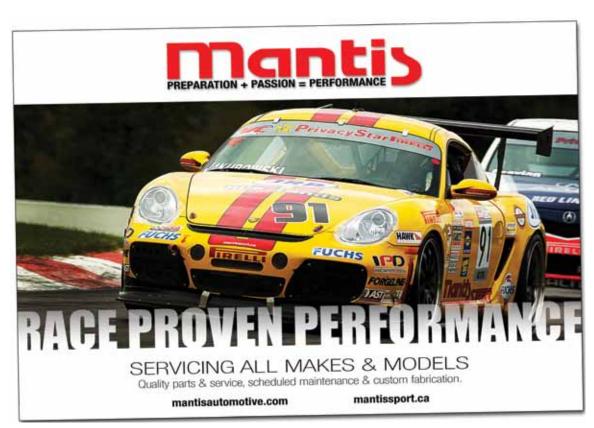
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UCR member Brian Wallace drove the Blue Ridge Parkway in **ROAD TRIP** Virginia, and sent us the photo on this month's cover and this shot of his 1983 911SC. The car was converted to a Turbo Member photo of look in 1987, and he's owned it for seven years. the month

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



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e went looking for a Fun Run through the Autumn leaves and came home with

Anne and David Forbes, with Sheila and Walter Murray, the Fun Run organizers, hosted us royally from morning until night. We met at Walter and Sheila's farm outside of Bracebridge. It's quite a beautiful sight pulling into a yard full of Porsches and Horses. Walter's bright red Porsche #329 track car sat under the maple tree, while Sheila's horses, Santonio and Teko, stood by the fence deciding who they would approach and when. It was truly a show of horsepower!

David and Anne greeted everyone as we arrived. We had time to relax and visit with friends and meet new members over coffee. It was interesting to see children as well as dogs tumbling out of the back seats of cars. One teenager told me he liked driving with his dad for the adrenalin rush. We hook them early! The dogs thought it was more about the wind rush.

The organizers divided the forty cars into three teams. Red ran with Walter and Sheila, Blue with David and Anne and Yellow with Ernst and Laurie

Johle. Each lead car took a different two-hour route in the morning, and switched in the afternoon.

We were very impressed by the courteous local drivers as they pulled over to let the interlopers stay together on the winding roads. People walking or biking stopped to give us a thumbs up and admire the sights and sounds of a dozen Porsches in a row. In one small town a group of ten Viper owners ("wannabe's") waved as we drove by...must have brought tears to their eyes.

The Cottage Bar and Grill restaurant in Huntsville welcomed us for lunch. The sun was shining and they seated us outside on the riverside patio...a beautiful setting and delicious food. Sitting with interesting people and creating new memories is a bonus reason for members to participate in these activities. After a group picture was taken in the parking lot, we headed out for an afternoon of show-stopping sights. Mountains of maples, oaks and birch spilled their vibrant colours over sharp rock faces straight into lakes reflecting it all back to us. Off to the next breathtaking scene on the byways and highways through Muskoka.

For the driver it was a collection of moments of

pure joy driving the challenging roads. For the passenger it was a sensory trip seeing the warm reds, oranges and golds, smelling the fresh air, hearing the acorns bounce off the hood, feeling so at one with the car as we peeked over the brow of the next hill. We both found this was a time when we truly got to experience our car.

All good drives must come to an end. Sheila is to

be commended and thanked for hosting 80 members in her home after the Fun Run. Tasty cheeses, crackers, fruit and refreshments awaited us at the farm. Relaxing on the porch, sharing experiences over a glass of wine, seemed like such a Porsche thing to do. Neighbours Paul and Shirley Hammond, retired owners of Muskoka Transport, dropped by in their 1935 red International pickup truck to admire the cars and be part of the excitement. The generosity of the UCR

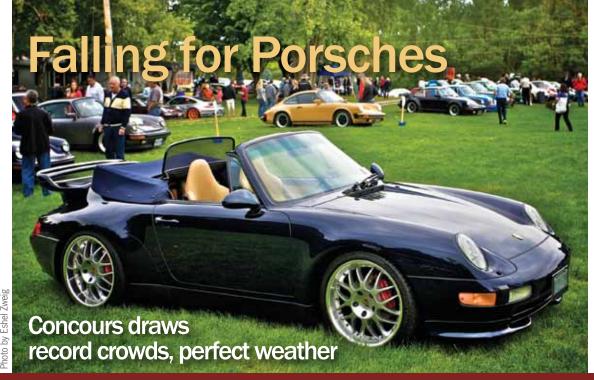
club shone through the organizing committee and volunteers. As the group began to disperse, an invitation to meet at the Japanese Restaurant Wabora for dinner was extended to all who were able to stay a while longer.

Thanks for the Fall 2013 Fun Run Memories! How our eyes and ears have been filled with the Autumn treasures of Muskoka road pleasures.





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By Chris Ralphs, Concours Co-Chair

nother UCR Concours event has come and gone, and the trophies have undoubtedly been shown off to family and friends, finally finding their way onto mantles, desks and, of course, workshop benches! The Peer-Judged trophies were sponsored and presented by our title sponsor, Porsche Centre Oakville, which was front and centre this year displaying all the latest Porsche models in an impressive display facing out towards Guelph Line. Needless to say, many stopped to have a look, demonstrated by the long lines of parked cars along the shoulder in both directions.

Registration went smoothly, with only a short wait as participants were processed. Those who pre-registered online, which was a first for the Concours event this year, were through in about thirty seconds.

Phyth by Wichael A. Coates

Rob Moser of Moser's Patio and Grill rolled up his sleeves and made coffee and cooked breakfast for the early birds. Outside, the grounds offered a perfect country setting for all the beautifully prepared cars entered in the event. The early cars were arranged in a



semi-circle on a small meadow with a leafy backdrop, while a combination of later models offered a contrast to the new vehicles featured by PCO on the main field. Fortunately, access was easy even for those with low spoilers and splitters. A Cayenne, a 928 and a lone 914 rounded things out in a grassy hollow which led back to the 356s.

The morning went smoothly. Lunch proved to be a bit of a challenge as everyone descended on the Restaurant at the same time. Fortunately, Moser's was pouring pints, which made the wait for food quite bearable.

This year's event offered up a few delightful surprises. One was the fact that it didn't rain even one drop. Also, the special interest group included an expertly crafted

Shotes by Androes Trauttmans doubt.

Left to right: Chris Ralphs, Event Chair; Kye Wankum and Richard Shepard – Event Co-organizers; Danny Kroll, Botho von Bose, Bruce Farrow – all Event Judges.

replica of a 917, albeit without an engine at the moment. Its creator is a local adventurer, helicopter pilot, fabricator, Hamilton fireman and owner of CRC Racing by the name of Toby Follows; he would be happy to make one for you, fitted with the motor of your choice! The most notable surprise was that the People's Choice trophy was

won not by a shiny and perfect 356 but rather a well-prepared black 1985 911 Carrera entered by Allan Becker. Congratulations, Allan.

Along with the usual cadre of beautiful 356s, there was a large number of early 911s entered this year. They were all very interesting examples, and the range of rich colours reminded me that at one time cars were not all silver, black or white! Also, the Hunziker artwork and apparel on display was the perfect accent to the 356 and early 911 displays.

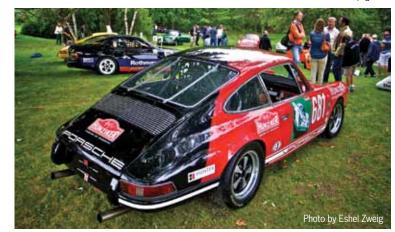


In response to comments received following past events, this year we introduced something new. An optional "judged" category was added. The idea was to offer members the chance to have their cars evaluated by experts based on the PCA Parade Concours criteria. Bruce Farrow of Road Show Appraisals, along with Botho von Bose, Danny Kroll and John and Rosemary Adam all

volunteered their time to carefully judge each and every entry in this category. There was so much interest that the judging group was hard

pressed to finish all the evaluations and be ready to announce the results. As it worked out, they were able to complete everything and arrive at the presentation area just as the last of the other trophies had been presented. First place went to Jerry Reckless with his black 1959 356

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Carrera Four Cam Coupe, second to Marvin Ungerman with his green 1964 356 Cabriolet, and third to Rudy van der Vecht with his blue 1970 911. Congratulations to the winners and thanks to all who entered this new category. I am sure everyone who entered learned what is important in preparing a car for an expertly judged Concours.

The UCR Concours would only be possible with the support of all the participants and, of course, our sponsors and volunteers. A special thanks goes out to









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Doug Ailles, a long-time supporter and sponsor of the Concours event, for his assistance with the registration.

Lastly, we received quite a few written comments included in the People's Choice ballot sheets, which are greatly appreciated, as they help us to plan better events every season.

On behalf of the Concours Committee, including Kye Wankum, Richard Shepard and me, we extend a hearty thanks to all and look forward to seeing everyone again next year.





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Living the dream

Driving the Enduro



The team: Eric Vlasic, Ian Crerar, Emily Atkins

By Emily Atkins, Provinz Editor

Photos by Garth Stiebel, Provinz Managing Editor

y foot's flat to the floor, the sun is shining, and car after car after car whirls past me as I climb the back straight at Mosport in the little '83 911. Grinning ear to ear, my joy is overwhelming. Not only am I driving my first race, I'm doing it in a



The Enduro grid. We are out of sight at the back

Driver change

gorgeous vintage 911—fully decked in Martini livery—on a perfect day, at one of the most fabled tracks in North America. I push the radio button and holler over the racecar's din at Drew, the crew chief: "I'm living the dream, man! Living the dream!"

The race is the Indian Summer Enduro, September 14, 2013. It's a three-hour event, held as part of the Indian Summer race weekend, hosted by the British Empire Motor Club (BEMC) at Canadian Tire Motorsport Park (Mosport).

I was there thanks to Ian Crerar, owner of the 911. He is a long-time rally racer and owns Clearwater Design boatworks (they make roto-moulded kayaks and other boats) in Picton, Ontario. We met through racing—he had started his summer campaigning the 911 in Vintage Automobile Racing Association of Canada (VARAC) events where I crew for my brother. I had been looking for a chance to race, so when the Enduro came up, Ian suggested it would be a good place to start. I jumped at the opportunity. Thanks to Ian's spontaneous nature, the plan came together in the space of less than two weeks from concept to realization. Ian brought the car, the crew (Drew Cameron) and the third driver (Eric Vlasic). All I had to do was show up and pay my share of the entry fees and expendables.

The test day before race day was chaotic. Drew was kept busy chasing an oil leak that had the car smoking intermittently, but by the end of the day we had all driven the car enough to have a feel for it. Drew constructed custom seat inserts for me and Eric so we could be reasonably comfortable in Ian's race seat. That's one of the issues with endurance racing, where you have to share the car—it helps to have team-mates with similar physiognomy. Ian is much taller than either me or Eric, and I needed a fair bit of padding to reach the pedals. Even so, the driving position was less than optimal, with my left knee grazing the section of cage that runs under the steering wheel every time I released the clutch.

Race day brought perfect weather, and nerves. From the moment I woke in the morning the adrenaline was rising. I was jumpy, excited and a little scared. I have lots of seat



Refuelling. Two team members required—one with fuel, one with the extinguisher

time, but almost none in the car I was about to race and no wheel-to-wheel race experience. What if I screwed it up and wrecked the car? What if the traffic was too much for me?

We had a chance to practice early in the day, and the boys agreed I needed the laps most, so I suited up and headed

for the grid when our session was called. But the grid marshals turned me away—we had forgotten the race sticker that proved we were registered. I waited, trying to stay calm, still strapped into the car, while Eric ransacked the trailer, hunting for the sticker. He finally found it, and I made it onto the track before our 15-minute practice ended.

Driving on the familiar track during practice was an awakening. There were spectators everywhere; the front straight was lined with people and the start-finish tower was manned. Coming around turn 10 for the first time



lan and Drew help me get belted in.



Ready to roll.

Each of the three drivers on our team had a one-hour stint at the wheel with refueling at each changeover. Being done in less than 90 seconds was not going to be an issue for us.

We loaded up the pit wagon with anything that might come in handy during the three hours. We had fuel, air, spare wheels, tools, fire extinguishers and more. But our set-up was minimalistic compared to some of the other teams with the fast-fueling rigs, viewing stands and multiple crew members.

Ian drove the first stint, and stayed out on the track just over an hour. The longer he was out, the greater the intensity for me. As Drew gave me the countdown, and I suited up in



like that was a rush. But lap two the Turn 6 marshals were peering intently at the underside of the 911. I've seen that stance before, and although I could see and feel nothing wrong with the car, I was not surprised to see the meatball flag being vigorously waved and pointed at me on the front straight. I drove around the track to the exit, trying to stay off the racing line, in case the car was really leaking.

With only a short time to go before the qualification round, Drew and Eric quickly tore into the engine, found the problem and set about fixing it. Ian made it in time for quali, and the car was perfect, so now all we had to do was get organized for the race.

The three-hour race has one mandatory 90-second stop.

fire suit, balaclava, helmet, Hans device, boots, and gloves, I felt a cold calm rising from my feet. I was not afraid any more, just really focused. I knew the mission: Just drive the car as fast as you safely can for an hour. Simple!

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One of the many times I was passed.

Sports and Event Photography by michael a. coates 905. 592.1962

SPANCimages.com / porscheclub

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The car pulled into the pits and Drew rushed out to help Ian's exit. Once he was over the wall and out of the hot pit, Drew and Eric refueled the 911. And then there was no turning back. I was over the wall and into the car. Ian and Drew leaned in through the windows and helped do up my belts, attached the window net and slapped the roof, telling me I was good to go. For what felt like an hour I hesitated, trying to breathe. Everyone stared at me, but no one spoke. Then the spell broke, I put the car into gear and stalled! A great start—I was laughing at myself as I pulled into pit lane.

Joining the race, I discovered a full-course yellow, meaning there was no passing. That was a comfortable way to get a few laps in before the full-on mayhem started. But rounding turn 8, I could feel the engines around me revving up. As we came through the front straight the track went green again and the 911 was like a rock in a river—the current of faster cars parted to go around me. Driving a slower car in a race requires nerves, a degree of courtesy, and eyes in the back of your head.

My hour went by in a blink. One minute I'm parading around under the yellow, the next I'm wailing up the back straight in my euphoric state, telling Drew I'm living the dream. And then they called me in. It was Eric's turn to drive.

And that was it—I did it. I drove my first race in a 911, didn't crash, and we even managed a class trophy for our efforts. At the end of the day the three of us stood on the hood of the car, rally style, for our triumphant victory

I learned a ton doing this race, and I owe Ian, and Drew and Eric a huge thank you for all they did to make it happen. It's two months later and I think I'm still high.

They are an awesome team, and I'd love to make it an annual event. Next time we'll be faster!







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The Road from Le Mans to Mid Ohio



By Sean Seidman, UCR Member

ovember marks the end of the 2013 lapping season; a perfect time to reflect. This has definitely been my busiest season since I got involved nine years ago. This year's season began in June, with my successful completion of the PCA National DE Instructor course at CTMP.

After participating in the UCR and NNJR CTMP DE weekends, I set out on my way to fulfill another lifelong dream: attending the 24 Hours of Le Mans. A good friend of mine, Paul Dalla Lana, was participating in the race this year in the GT Pro category, driving the #98 Aston Martin. This only added to the sheer thrill of the event. Needless to say, it was an incredible experience and very different from any race I have been to. It was a once-in-a-lifetime chance to walk with the cars onto the grid, have full pit garage access during stops, and be a part of a race that continues for 24 hours. Since I was wearing full team gear, a couple of times I was mistaken for an official team member—what an honour! When the marshal asked me the order for the drivers, I said Pedro Lamy was starting, with the third driver being Bill Auberlen. I later told a team member what I had done and was sternly admonished not to do that again.

Paul's Aston Martin suffered an engine failure, but his fate was far more fortunate than Alan Simonsen's, who tragically perished when his car struck a concrete wall abutting an eucalyptus tree, six feet in diameter. Why there were no tires to cushion the severe impact remains a mystery. Despite this terrible tragedy, the first fatality

at Le Mans since 1997, Simonsen's family told the team to continue racing..

The 24-hour road race is strenuous and a test of endurance; you may have the fastest qualifying car, but you can break down or run inefficiently, requiring more frequent refuelling. These weaknesses are exposed and exploited over the 24-hour race. In contrast, the overall race-winning Audi LMP1 Diesel runs for 24 hours without breaking down and is incredibly efficient. As a portfolio manager, I can't help but draw a parallel to the investment world. With an aggressive stock portfolio, you can have a good streak or momentum for a period of time, but if you lose a large amount of money due to a "drawdown" or selloff, you fall deeply behind your objective.

On my return from Le Mans, I attended the UCR Shannonville DE weekend as a first-time instructor. I had a great time teaching and driving with my first two students, but the weekend was memorable for a couple of other reasons. As the track at Shannonville is highly technical with many turns, I actually became nauseated sitting in the passenger seat; something I did not anticipate. Secondly, my 996 sprang an oil leak. Clearly, I have an intelligent car, choosing to fail me on my final lap on Sunday afternoon. Fortunately, the leak was easily resolved with a minor flange seal replacement. A third, and perhaps the biggest, take-away from that weekend was the outpouring of kindness and compassion from our UCR group. Just about everyone in attendance

offered to drive me home. The kindness of two UCR members especially stands out: Brad Usherwood offered to put my car in his trailer and have me drive his gorgeous C4S back to Toronto (as tempting as the offer was, I had my car towed back) and Peter Martinakis ended up giving me a ride home. What they say is true: "It's not the cars it's the people."

My continuing goal is to try a new track every season. Two years ago it was Le Circuit Mt. Tremblant, and last year was Watkins Glen. It was at the Glen that I met Chuck Price, an instructor from Ann Arbour, Michigan. Chuck was the NNJR instructor who agreed to show me the lines, and he also suggested I try Mid Ohio for this year. Based on my mechanical breakdown in Shannonville, and the 650km journey to Ohio, it seemed unavoidable that I needed to rent a trailer. Fortunately, Courtney Walsh, my auto technician, both

Friday morning, the hosts, Allegheny Region PCA, arranged a parade lap as there were many experienced drivers who were at Mid Ohio for the first time. This was truly a first-class event. Chuck drove me around a few times, and then it was my turn to drive. With

towing with me, including the ratchet system to hold the car down, the winch in case my car needed to be pulled

on, and other details. Thankfully, on arrival at Mid Ohio,

Chuck was there to help me unload the car; Courtney's

one who knows me is well aware that I'm no gearhead!

Chuck had sent me an instructional video of Mid Ohio to help me prepare and I watched hours of footage of the

instructions proved too much for me to retain. Any-

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our microphones on, he talked me through a short run session—it's not an easy track to learn. At the end of my first run, I was overwhelmed with a feeling of utter ineptitude that I have never experienced before. Suffice to say that turns seven through to 11 are known as madness; they are a group of esses with camber and elevation changes, on a track where precision is key. It took me most of Friday to feel comfortable.

Saturday challenged us with some rain. I (Chuck and his tools) changed my sport cups for street tires and dragged Chuck into my car to show me the rain line. The track is covered with sealant, slippery when dry and ice-like in the rain. One damp run session was enough for me. It continued to rain and I convinced Chuck to join me on a run to Sears. Since the spare wheels and street tires were recently purchased, I needed advice on buying the right impact gun and aluminum jack. Sunday stayed dry and I finally felt like I was driving to my ability—right when it was time to head home. As Chuck helped me load the car, we were handed BBQ'd hot dogs from our neighboring Porschephiles, who thought we might be hungry for lunch. What a group!





The most meaningful lesson learned on this journey came near the end. Thanks to my kind paddock neighbors, I had eaten lunch already and felt that the US\$10 in my pocket was sufficient for the remaining bridge tolls, and off I went. As I was approaching Buffalo with only \$2 left from the previous tolls, the Peace Bridge loomed ahead—I needed an ATM right away. My GPS said there were several ATMs nearby. I parked, ever fearful of having to reverse with my trailer, and started walking to the closest ATM. I suddenly realized I was drawing some unwanted attention. The area was barren, and mostly barred up. I was being trailed by a group of guys who popped out of a small green space near my parking spot. As I continued walking rapidly, there was no ATM in sight. Despite my rapid gait, I was acutely aware of being trailed.

My phone rang. It was my 10-year-old daughter, Lily. She decided to call at that moment because she was somehow worried about me. I quickly said hi and asked for my wife. I told her of my dangerous situation, and she sent an email to me with directions to an ATM at the Peace Bridge. Since I was so focused on keeping my iPhone concealed, I missed this very helpful piece of advice.

Hustling along for several blocks with the gang trailing in the distance, I spotted a police car. I desperately waved as it drove right by. While I sadly watched it leave, I noticed a lone bellman up the road. He directed me to an ATM in the hotel. With cash in pocket, I found an exit at the other end of the hotel and shook off my unwanted following. But once outside, I was completely disoriented. Dusk forming, lost, alone in the streets and at the height of panic, I spotted a landmark that caught my eye when driving in. I broke out into the fastest sprint I could and headed for the truck. I called my wife and told her I was safe and heading home. Winded from the stress and the sprint, I barely caught my breath before getting to the Peace Bridge. When the border guard asked if I was on my way home, with a sigh of relief, I said yes—little did he know how far I had come on the road from Le Mans to Mid Ohio.

OBJECTS OF DESIRE



Emily Atkins Provinz Editor

Passion for a stick



hey say variety keeps things interesting. A gear shift, in a skillful hand, is like a musical instrument. Together with its player, it creates beautiful music. You play it with nuance and it's never exactly the same way twice. The timing varies, the motion is minutely different and the co-ordination of hands and feet comes together to produce delectable combination of symphonic howl, punching acceleration and g-force joy. You can bring it together with the beauty of a practiced orchestra, or occasionally with the cringe-inducing clash of a bad high school band.

The point is, with a manual transmission, you are in control of the car, it's your timing changes, your foot shifted over a millimeter from the last time, your brain processing the light differently. It's different every time and it's NEVER boring.

Driving with finesse is not about perfection, it's about learning, slightly altering what you do every time, in the never-ending quest for the elusive perfect corner, the nirvana lap. It matters not if you are a track driver or stick to the street. Every time you shift gears using the manual transmission you are engaged fully in the operation of the vehicle. The cost of a mistake is higher—a dropped clutch, a late shift, these can get you into serious trouble, on the track or highway. That makes the endeavor so much more serious.

With an automatic, you lose direct control over the series of events that keeps the car going where you want it. A computer is driving the car. It's just not the same. Snick, snick, snick–paddles are surgical instruments, slicing through time and gravity with computerized precision. You may as well sit at home on the couch and play video games.

Driving an automatic takes away the fun and a lot of the challenge. Sure, Porsche has mastered the science of the automatic transmission. It's definitely a great technology.

And it might make us all faster drivers with its split-second shifts, and spot-on rev-matching. I recently drove a 2014 Cayman S for a week. I had high expectations from the car; if the Cayman was great, surely its more powerful brother would be awesome. I hope to tell more in a review, but let's say for brevity the experience was underwhelming. Why? I have to say it was the automatic transmission. I felt more like a passenger than the driver. I don't mind an automatic in the right circumstances, but when driving enjoyment is my objective, it has to be manual.

Technology is improving cars so much that they will soon be driving themselves. It's not a concept; it's here. Manual transmissions are going the way of the in-dash cassette deck. Soon they will be a quaint novelty that only the occasional old guy or retro-loving geek will know how to operate. Even driving schools are discontinuing lessons in manual cars, because demand is no longer there.

And when even fabled car makers like Porsche decide that they will only produce automatic transmissions for certain models of car, you know big changes are coming.

Those of us with manual transmissions have an obligation to posterity to ensure our vehicles are kept in good running order as long as we can turn a wrench or have money to pay our mechanics. We all own a piece of automotive history that must be kept alive.

Those who get it, have it. Those who have it want to keep it. I want to be able to keep on practicing, and likely never achieving perfection. Driving is about passion, and passion cannot be computerized. It's sometimes raw, sometimes sweet, always powerful and never clinical. Driving is one of the last refuges from structure, schedule and electronic minders in my life. That's why I will clutch my stick to the end.



TRACK



Dave Osborne UCR Track Chair



hen I was looking for a subject for this month's Track Talk, one of our Instructors suggested "Adapting to Constantly Changing Handling Dynamics". While it's a whopping big title, most of it could be shortened to Awareness. Without awareness of changing conditions you won't respond correctly and may become aware of a large tree in front of you. On particularly cool mornings I tend to say the same things at our Safety Meeting. I remind everyone that the track is cold, their tires are cold and their brains are cold. Many nod their heads to keep from falling asleep and then a half hour later someone, with a surprised look on their face, is pointing the wrong way.

When driving—especially close to your limits—being aware of everything becomes very important. Rain is an obvious challenge to grip and most people slow down, hunt for a better path on the track and modulate their throttle and brake pedals so they don't lose traction. While that seems like common sense, many of these same drivers ignore how much fuel they have just taken on or that it's suddenly become cloudy and the track surface is rapidly losing heat. These small changes have a large effect on where the grip limit actually is. You wouldn't knowingly go flying into a corner covered in sand, while you might

try overtaking someone into a corner after being off line in the marbles. The result is the same.

Tires are designed to do different things too. We all know from races on TV that rain tires deteriorate very quickly on a dry track. Our daily experiences teach us the same. Rain tires can channel huge amounts of water and maintain grip. Snow and ice tires have special compounds and treads to grip the cold slippery ground. All-season tires are a complete compromise and don't do anything well, but they don't do anything badly either, so you don't feel the need to change them. You need to keep constant control over your tire pressures. As the weather cools in the fall, the tire pressures lower and affect handling and fuel mileage. In the summer they climb and affect handling and tire wear. You don't need talent to increase your lap speed, just buy better tires. On the other hand, when you run out of grip at a higher speed, you had better have more talent.

The job of shock absorbers and sway bars is to keep your tires planted firmly on the ground. The engineers who designed your car built it as a compromise. They don't want to build a car that falls off the road at the first corner, but they also don't want to compromise ride quality for all of the more

civilized buyers out there. The best that can be said for a factory stock suspension is it's adequate. The more side loading, power and braking you demand from your car, the more mechanical grip you'll need to keep it pointed in the right direction. You can upgrade with an unlimited supply of stiffer bushings, springs and camber adjustments but none of them will help if you don't bring your brain to the game.

Being aware of all the constantly changing parameters, and knowing how to use them to your advantage, is a big part of high performance driving. Otherwise you're just along for the ride.

November is the beginning of our silly season. It's a mad scramble to select track dates, new Board members, event chairs and schedules for the coming 2014 season. Budgets must be done, planning meetings scheduled and a great deal of pizza must be eaten. Trying to guesstimate how many people will attend events, what they will be looking for in event planning and coming up with a solid program for our members isn't for the faint of heart. Fortunately we have an amazing Track Team. Our solid, experienced Team will guide our Advanced Driver Education pro-

gram through another great track season. Things are always changing around us. This year the ALMS Race is scheduled on our NNJR weekend and we have reserved a three-day weekend on the new track facility at Mosport (CTMP) in August.

Change isn't bad. It keeps things fresh and interesting. On the other hand, good planning allows us to embrace change while maintaining the integrity of our programs. UCR has a long history of members providing good stewardship. I can assure you that the coming season's Board and Track Team will continue to provide a stable platform for our events. You can come out and participate on the weekends knowing that your safety and enjoyment is always foremost in our minds

It takes a lot of work to make things look easy. You make it all worthwhile by coming out and participating. Registration for the 2014 DE season opens at Midnight on New Year's Eve.

Thanks for your participation in 2013.

Dave



Because not everyone drives like you do.

Kurt Bergmanis, Member Ontario Trial Lawyers Association Member PCA UCR



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NOVEMBER 2013

THE STEERING COLUMN



Emily Atkins Provinz Editor porschemily@rogers.com

Help wanted

our magazine needs you!

Since you are reading this, you probably enjoy reading *Provinz*. Here's your chance to help make it even better.

We are looking to recruit a member or small team of members to produce the

Porsche-Philes column for 2014. In case you've missed it, the Porsche-phile is a one-page profile of a club member. It includes photos of the member and their car, and a short write-up explaining why they are a member and what they love about Porsches.

As the column editor your job is simple—all you have to do is get the subject to agree to being profiled, and then give them a short questionnaire to complete. They supply their own photos. Then you just have to proofread it, and send it along to our

managing editor, Garth Stiebel, by the first of the month for the subsequent month's issue.

If you like networking and are a people person, this is a fun volunteer assignment. You get to talk to many club members and find out what makes them tick.

If this sounds like something you'd like to help with please email me at porschemily@rogers.com. Thank you.

The club is also looking for a Director of Communications and a Business Manager for *Provinz*; if you would like to learn more about either position, please contact Mike Bryan, newly acclaimed Vice-President for 2014, at mike@brycorp.ca.

As promised last month, our new letters column begins this month (see below). Don't be shy! Please write to me with your thoughts about the club, *Provinz* or anything Porsche!



THE AIR BAG

Dear Emily,

I look forward to you column every month, and your recent article "Fresh Air Obsession" struck a chord with me. Despite your sincere appreciation for open windows, you said you would never buy a convertible. Let me share with you my own conversion. In 2009, I was looking to buy my first Porsche and had my heart set on a 911, with no thought of a convertible. After deciding a new one would be just a bit too much of an indulgence I settled on searching the used market for the car of my dreams. After putting the word out, one of my friends approached me at a conference we both attended in BC to tell me that he had sourced the perfect car for me: a 2006 997 with only 1,800km.

The only catch was that it was a convertible. My wife had told me that in her opinion a convertible was a four-letter word. After consideration for possible expletives, and maybe "love", she told me that the word was "HAIR". After describing all of the car's characteristics in a long distance call, I saved the convertible drawback until last. With her unreserved blessing, I moved forward with the purchase, sight unseen, com-

Letters to the Editor

municating by phone and fax with the dealer back in Toronto. I have never looked back.

From the very first drive with the top down, I found the experience exhilarating. Now the only time the top goes up is when the rain comes down. From the first of April through to December, I compensate for the changes in the seasons with windows up, heated seats and the folding rear wind-screen. On the hottest summer days, I will blast the air conditioning straight from the facing vents to compensate for the heat.

My best memory was experiencing a Porsche track day at Mosport and going through all of the training and runs with the top up. Only on the last drive of the day did it cross my mind to take the top down and experience the track that way. What a difference it made.

You may approach the ownership of a convertible with pre-conceived notions, but the experience is a slow love affair that ends in a lasting relationship.

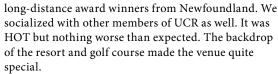
Best regards, Paul Harrs, UCR Member



PERIPHERAL VISION

Reviewing 2013 ...and looking ahead

e returned from a weekend event on Vancouver Island as well as Parade at Grand Traverse, Michigan, where we spent some quality time with PCA members, including the



While at Parade, we picked up a couple of issues of Christophorus, the factory magazine. Our subscription keeps lapsing. Online, it's easier than ever to subscribe. After reading our enthusiast magazines, we save them for our next trip to the doctor or dentist and repopulate their crummy magazine rack. Amazingly, the maga-



John Adam UCR Historian

Next year, Parade is in Monterey, CA, and we are looking forward to a modest number of UCR registrants, as we had in 1990.

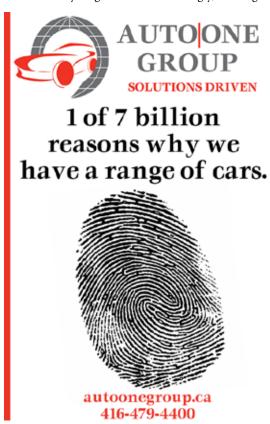
Looking ahead to May, 2014, we have to consider a

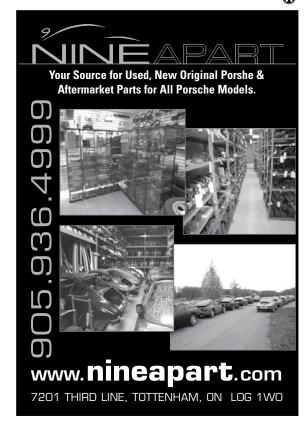
zines have disappeared before our next trip back.

Looking ahead to May, 2014, we have to consider a revisit to the multi-event weekend that the Porsche Club does on Vancouver Island. We learned about the VIR weekend while at Parade in 2012. That started the creative juices flowing and it was "game on" for May 2013. We had lots of fun with the left coasters and there is still much to explore in the area. On the other hand, the Portugal Wine Club is planning a May tour and that could lead to some interesting Euro side trips. Tough choice.

Now that the P-car is set to have a restful winter, we are off to Cuba and then Panama before Christmas. Other winter destinations are also possible. Time will tell. Sell-off opportunities to sunshine spots are always at hand.

We hope that you are enjoying the onset of winter and planning the 2014 season. See you at our seasonending Awards Banquet on November 23.





Drovinz

November 2013

The Journal of Upper Canada Region

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