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



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EDITOR

Emily Atkins, porschemily@rogers.com

SUBMISSIONS EDITOR

Garth Stiebel, garth.stiebel@york.ca

PROOFREADERS

Kye Wankum Michael Nazar

TECHNICAL EDITOR

George O'Neill, George@oneillrealestate.ca

PORSCHE-PHILE EDITOR

Stewart McKinney

CLUB PHOTOGRAPHER

Michael A Coates

CONTRIBUTING PHOTOGRAPHERS

Andreas Trauttmansdorff
Eshel Zweig
Ronan McGrath

PROVINZ AD SALES

Clive Van Wert, clive.vanwert@gmail.com, C: 416-587-8743

PROVINZ BUSINESS MANAGER

Richard Maskobi, Richard@ranjer.ca

DIRECTOR OF COMMUNICATIONS

Mike Welker, mike@flashframedigital.com, 416-803-8438

DESIGN AND LAYOUT

Doug Switzer, AdverCom Consulting

PRINTING

Harmony Printing Limited, Toronto, Ontario

CONTACT UCR

Angie or Mark Herring at (905) 854-3332

You may visit UCR on the web @ <http://www.pcaucr.org>

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Canada Post Publications Mail Agreement Number: 40042299

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April 2014

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Cover: Photo by Andreas Trauttmansdorff, *Provinz* Contributing Photographer.

2014 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

4	Tues	UCR Board Meeting
7	Fri	Osler Bluff Ski Club, The Blue Mountains
11	Tues	UCR Social

APRIL

1	Tues	UCR Board Meeting
8	Tues	UCR Social
12	Sat	UCR Introductory Driving School, CTMP (New Facility)
19	Sat	UCR Introductory Driving School, CTMP (New Facility)
27	Sun	Launch into Spring, Open House 427 Auto Collision

MAY

3	Sat	Muskoka Spring Fun Run
6	Tues	UCR Board Meeting
10, 11	Sat-Sun	UCR Driver Education, CTMP (Main Track)
13	Tues	UCR Social
31	Sat	Porsche of London Fun Run

JUNE

1	Sun	UCR Autocross, Toronto Star, Woodbridge
3	Tues	UCR Board Meeting
6	Fri	Driven 2 Smile Charity Event & Solo Lapping (Red & Black Groups) CTMP (Main Track)
7-8	Sat-Sun	UCR Driver Education, CTMP (Main Track)
10	Tues	UCR Social
14	Sat	Bear Manor Niagara Escarpment Poker Fun Run
15	Sun	Father's Day Yorkville Exotic Car Show, Toronto

JULY

1	Tues	UCR Board Meeting
6	Sun	UCR Autocross, Toronto Star, Woodbridge
8	Tues	UCR Social
12	Sat	UCR Rally
18-19-20	Fri-Sat-Sun	UCR Driver Education, CTMP (Main Track) with NNJR

26	Sat	Blue Mountains Rivers & Lakes Fun Run
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AUGUST

5	Tues	UCR Board Meeting
8-9-10	Fri-Sat-Sun	Solo Lapping at UCR Club Race (Signed-off groups) CTMP (Main Track)
12	Tues	UCR Social
15	Fri	UCR Introductory Driving School, CTMP (New Facility) and Solo Lapping (TBA)
16-17	Sat-Sun	UCR Driver Education, CTMP (New Facility)
24	Sun	UCR Autocross, Toronto Star, Woodbridge

SEPTEMBER

TBD	—	UCR 2014 Concours
2	Tues	UCR Board Meeting
9	Tues	UCR Social
13	Sat	Porsche of London Fun Run
19	Fri	Braidan Tire "Wheels for Humanity" Charity Event & Solo Lapping (Signed-off groups) CTMP (Main Track)
20-21	Sat-Sun	UCR Driver Education, CTMP (Main Track)
27	Sat	Muskoka Fall Fun Run
27	Sat	UCR Rally
28	Sun	Tire Rack Street Survival School, Powerade Centre, Brampton

OCTOBER

5	Sun	UCR Autocross, Toronto Star, Woodbridge
7	Tues	UCR Board Meeting
14	Tues	UCR Social
18-19	Sat-Sun	UCR Driver Education, CTMP (Main Track)

NOVEMBER

4	Tues	UCR Board Meeting
11	Tues	UCR Social

DECEMBER

2	Tues	UCR Board Meeting
9	Tues	UCR Social

PRESIDENT'S FORUM



Walter Murray
UCR President

the Porsche flicks around, and lo and behold, you are heading in the correct direction. Do it wrong, and you quickly do a 360 on the icy surface.

They call this style of turn the Rally Flick, and it is a great feeling as you power-slide around the turn. Driving on ice-covered roads underscores what we learn at Canadian Tire Motorsport Park, "Smooth is Fast". No, this was not downtown Bracebridge, but Porsche Cars Canada Camp 4S winter driving school at Mecaglisle, an hour north of Montreal in the Laurentians. Mecaglisle is made up of five connected sections, aggregating 5 km, to teach you a combination of winter driving and rally skills. The cars you rotate through are the Cayman—with PSM off it dances; the C2S—I love a 911; and the C4S—do not lift, accelerate and its all-wheel drive just powers you around the turn. Two-to-a-car; my partner was from Australia. The week before they had 30 attendees from Latin America and almost all had never seen snow. Incredible.

An experience of a lifetime, at a great location, with world-class coaches. We stayed at the beautiful Esterel Resort 30 minutes from the Camp. Dinner one night was at the historic Bistro Champlain in the village of Sainte-Marguerite-du-Lac-Masson. A culinary experience with a wine collection of 45,000 bottles.

A one of a kind driving experience that I would recommend to all.


As you approach the 120 degree, left-hand turn on an icy, snow-crusted road, you turn sharply away from the turn, brake and then turn sharply into the turn as you use your second steering wheel—the throttle—to pivot the car. Done right,

Meanwhile, back at the fort, Mark Solomon has Launch into Spring on April 27, coming together at the NEW location, 427 Auto Collision, a Porsche Certified Auto Repair facility. We are excited to partner with Lorenzo D'Alessandro, General Manager, and his team at their 79,000 sq ft facility. We will have a great group of vendors on hand; at time of writing they included Porsche Cars Canada, Downtown Porsche, Mantis Racing, OnWall Solutions, Dent Doctor, Armchair Motorist, Ultimate Transportation Products and more. And of course, our very own Goodie store, with its usual great selection of merchandise will be there. There will be draw prizes and a BBQ, all for a small contribution to The Children's Wish Foundation. Lorenzo has also offered to provide tours of their operations, and from my preview visit, I can tell you it will be very interesting for us Porschephiles.

Coupled with two Introductory Driving Schools, April promises to be an active month of Porsche activities and after our long winter, a welcome relief. We have a great list of activities for the year—take a look at the calendar in Provinz and the Web. As the season kicks off, let me say a heartfelt thanks to all our volunteers for their tremendous and dedicated work in bringing us all the Porsche experience. So plan to get out, get involved. As we always say, it is not just about the Cars, it is about the People.

We are also excited to announce that the Porsche Club of America will be holding their semi-annual Executive meeting in Toronto on April 26. We look forward to welcoming Manny Alban and his team, and will update you as details unfold.

Until next month, drive safely.

Walter Murray
murray.dexta@gmail.com 

Sports and Event Photography
by michael a. coates
905 . 592 . 1962
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Welcome!
NEW MEMBERS

Name	Location	Model	Thanks To
Shahid Ahmed	Markham	14-911 GT3	Downtown Porsche
Mark Aylesworth	London	14-Cayenne	Porsche of London
Scott Barrett	Oakville	02-911 C4	Rick Hoecht
Ron Barzakay	Vaughan	06-911	
Kien Chau	London	14-Boxster	Porsche of London
Stephen Clelland	Whitby	06-Cayman S	
Farley Cohen	Toronto	10-Panamera	Downtown Porsche
Steve Copp	London	14-Cayenne	Porsche of London
Robert Cultraro	Pickering	14-Cayenne	Downtown Porsche
Robert Deutschmann	Kitchener	Dealer	
Omar Faruk	Toronto	09-Cayenne	Porsche of London
Michael & Christel Garrett	Richmond Hill	07-911 C2S	
Kevin Greene	Toronto	14-911 C4	Downtown Porsche
Kenneth Hahn	Toronto	14-Cayenne	Downtown Porsche
Saeed Haratian	Toronto	14-Cayenne	
Wanda Hartery	London	14-Cayenne	Porsche of London
Ryan Holland	Courtice	13-911 / 10-Cayenne	
Nandini Jolly	Toronto	13-Cayenne	Downtown Porsche
Colin Kennedy	Cobourg	84-944	
Jaipal Khaira	Brampton	08-Cayman	Downtown Porsche
Gisela Koffman	Alliston	14-Cayenne	Porsche of London
Myron Krywetzky & Adrienne Bereckyj	Oakville	14-911	
Alec Liatsidis	Oakville	14-911	Porsche Centre Oakville
Craig Lillico	North York	11-911	Porsche of London
Kina Lindros	Toronto	13-Cayenne	Downtown Porsche
Yu Qi Liu	Toronto	14-Cayenne	Downtown Porsche
Neil Mahnke	Cambridge	14-Cayenne	Porsche of London
Paul Martin	Cambridge	05-Boxster	Porsche of London
Marty McConnell	Toronto	14-Cayenne	Downtown Porsche
John McLeish	Toronto	14-911 T	Downtown Porsche
Jiang Ou Yang	Mississauga	14-Cayenne	Downtown Porsche
Xiaoyu Pei	London	14-Cayenne	Porsche of London
Douglas Paterson	Windsor	12-911	Porsche of London
Derrick Pringle	London	14-Cayenne	Porsche of London
Marc Raymond	London	14-911	Porsche of London
John & Brenda Robinson	Lindsay	02-Boxster	
Adrian Lucian Rosu	Breslau	14-911	Porsche of London
Cris Rypkema	Oakville	08-911	Downtown Porsche
Jean Sawaya	Toronto	06-Cayman	
Kirill Soloviev	Richmond Hill	12-Panamera 4S	Downtown Porsche
Mile Todorovic	Markham	86-944	
Frank Toskan	Toronto	14-Cayenne GTS	Downtown Porsche
Mihn Tran	London	13-Cayenne	Porsche of London
Joshua Truyens	Toronto	14-Cayenne	Downtown Porsche

Name	Location	Model	Thanks To
James Vance	Stouffville		
Iosif Vital	Toronto	14-Cayenne	Downtown Porsche
Han Wagenaar	Innisfil	84-911	
Wilson Xiao & Christina Huang	Markham	87-911	Downtown Porsche

Congrats!
ANNIVERSARIES



30 YEARS Stephen & Sharon Lax	10 YEARS Dan Bekcic Dallas Hollis Avrim Katzman Michael Martin Chris Peters Alexander & Anna-Marie Skaljac Tricia Staneff Darren Wilcox	5 YEARS Steve & Wendy Baron Roger Barrett & Tamara Burnett Sheri Bekcic Kevin Donahue Dwight & Sonja Dyson Judith Farncomb Steve & Debi Fifield Cliff & Corrine Hunt Tom & Lee Anne Kidd Nick & Robin Kovljenic	Douglas & Heather Kurtin Carole MacDonald Lloyd & Carole Moore Robert & Lynn Othen Bob & Fatima Porter Mihkel Ranniste & Heather Yang Paul Riddlestone Al Tulloch Brad & Sandra Usherwood Erling Van Dam Jamie & Fiona Walker
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Membership information submitted by Angie and Mark Herring, UCR Membership Chairs.



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THE WAY WE WERE...

35 Years Ago

Provinz postage was 12 cents for one page, folded. Noteworthy news was that a Holiday Inn Parade hotel could be had for \$30.10/night. The April Social at Boulevard Club included a tech quiz. There was to be a 356 restoration talk and if you had spare parts, you were to bring them along. The club had decided to charge a \$10 levy and then offer reduced event prices to members who had paid their levy.

30 Years Ago

A winery tour was coming up, along with a convoy to the Zone 1 Concours d'Elegance and Swap Meet. The Social was at Gasthaus Schrader and a LeMans film was to be shown. A new logo design contest was underway. **Jackie Ickx** was a pictured visitor at our Downtown Fine Cars event. A "for sale" 911 included a "direct dial phone".

25 Years Ago

My, how we had grown. Half of Canadian PCA members were in UCR. Eighteen new members that month. The precursor to Shift Into Spring was called Tire Tech and was on April 9. **Guenther Mueller** of Downtown Fine Cars would show the new '89 Porsches at the Social. *Provinz* inserts included application forms for DE, rally and autocross. Watkins Glen DE weekend registration was \$90. *Provinz* had loads of advertisers, probably more than 50 percent of the space.

20 Years Ago

The big activities report was all about the Rolex 24 at Daytona. Besides local racers like **Rick Bye** and **Ludwig Heimrath**, perhaps 20 UCR members were found wandering the environs. Lots of news and some pictures. **Bruce Farrow** addressed the factory certification of your older Porsche using the Kardex system. **Clive Van Wert** was going On Track, explaining all to newbies. One Greenie paid for the entire DE season with a single cheque, according to registrar, **John Adam**. Photo radar was all the rage.

Contributed by John Adam, UCR Historian



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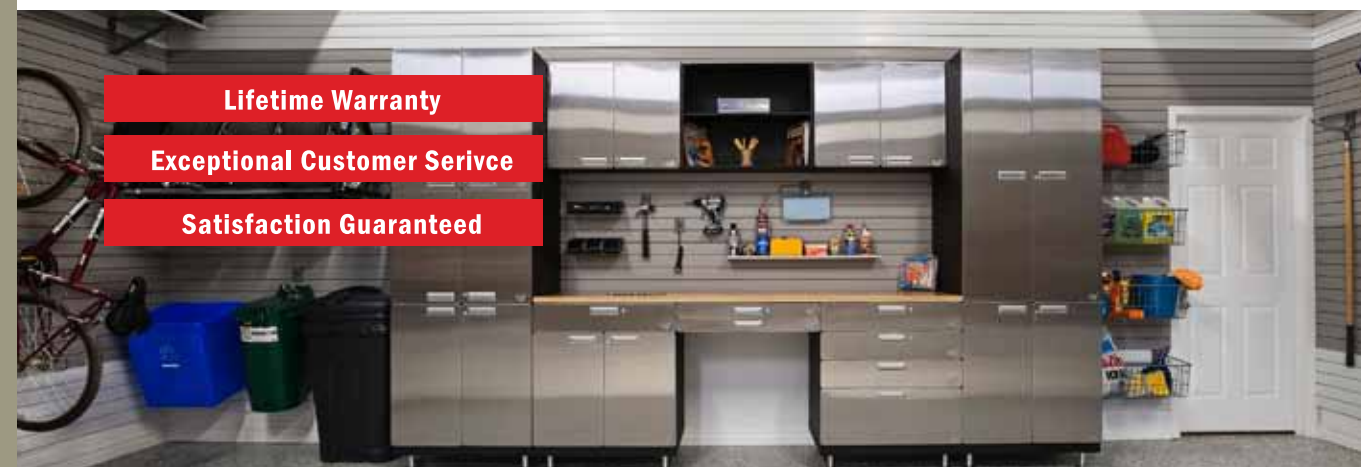
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Laurel Ward
UCR Socials Co-Chair



Kathleen Wong
UCR Socials Co-Chair

SOCIAL EVENTS

We wish to provide a welcoming, inclusive and highly enjoyable atmosphere for Socials so that UCR members and guests can socialize and share each other's passion for Porsche car experiences and enjoy continued learning experiences. We rotate venues from dealers, to affordable restaurants, and supplier locales. We publish information on venues and speakers in Provinz and on our website. Let us know if you are a first-time attendee. We would like to meet you and introduce you to other members and fill you in on other great UCR activities that may

be of interest to you and your family. If you know of speakers or topics that you think would be of interest, please contact us. We love to hear from you. If you have any questions about our Socials, please email us. And to help us organize better, we appreciate your RSVP. We can be contacted at: socials@pcaucr.org. Socials run from 6:30pm-9:00pm. It is not just about the cars, but the people. We look forward to seeing you there!

Your Socials Co-Chairs, Laurel Ward, Kathleen Wong



Upcoming Events

Date: Tuesday, April 8, 2014 Speaker: Phil White, Cervelo Cycles
Venue: Mimico Cruising Club,
220 Humber Park Bay Road W, Toronto M8V 3X7 416 252 7377
www.mimicocruisingclub.com

Phil White, co-founder of Cervelo Cycles and long-standing UCR member will be speaking about the history of Cervelo and its rise to be the world's largest manufacturer of time trial/triathlon bikes. Phil started Cervelo in 1995 and the company has evolved over the past 19 years into a top bicycle manufacturer with its product used in Pro Race Tours, Triathlons, Ironman races and in the Olympics. Cervelo was sold to Pon Group, a Dutch company, in 2012. We are excited to have Phil talk to us about Cervelo and we will leave room for the many questions that members will have!



Date: Tuesday, May 13, 2014, 6:30pm-9:00pm
Speakers: Kyle Marcelli and Martin Barkey, Insights from Pro Race Car Drivers

Venue: Mimico Cruising Club,
220 Humber Park Bay Road W, Toronto M8V 3X7 416 252 7377 www.mimicocruisingclub.com

Calling all Porsche enthusiasts! We are thrilled to have Kyle Marcelli, our Canadian Pro Race Car Driver, and Martin Barkey, who are co-driving in the 2014 Continental Tire SportsCar Series, with a Porsche 911 Carrera GTS. Both Kyle and Martin are true car and Porsche enthusiasts. Kyle, at only 24 years of age, has been racing in the American Le Mans Series for the past three years with three wins and 13 podiums! Last year he also competed in the Porsche Carrera Cup Deutschland. This year, Kyle is racing in the Tudor United SportsCar Championship in the Prototype category with Starworks Motorsports. He will be racing the 24 Hours of Daytona, the 12 Hours of Sebring, 6 Hours of Watkins Glen and 10 Hours Petit Le Mans at Road Atlanta.

Martin, successful entrepreneur of MBRP Inc. Performance Exhaust, raced in the 2013 Canadian Porsche Cup Challenge and won the 2012 CASC-OR GT2 racing class series. We look forward to hearing Kyle's and Martin's insights into the pro racing world and their drive to success. Please join us for what will be a most engaging evening.



MARCH SOCIAL

The Art of Racing in Targa Newfoundland 2014

By Laurel Ward, UCR Socials Co-Chair

Brian Donato and Rick Bye gave a very engaging presentation to 100 UCR and BMW Trillium members who attended the March Social. What an interesting and multi-layered story, filled with Porsche stories—including Brian's beautiful 912 catching fire while he was in it, and how he drives his car with hand controls now. Members enjoyed the slide and video presentation of their preparation for racing in the Targa Newfoundland road rally this fall.

Thank you to Rick and Brian for their inspiration in not letting hurdles get in the way of living life to its fullest potential. Both have suffered life-altering accidents and are clearly role models to admire. We look forward to seeing Rick and Brian at the track this season to fine-tune their skills, and to hearing about their race after the competition. We wish them all the best—they have over 100 new friends now cheering them on!

Members were also shown the video prepared for our submission for the PCA Region of the Year Award, filled



Dagmar Pegg, Kathleen Wong, Walter Murray, Brian Donato, Rick Bye and Laurel Ward.

with pictures of all of our events and accomplishments in 2013. Kudos to Mike Welker, new Director of Communications, and his team for pulling together this video. The evening ended with many attendees receiving amazing raffle prizes, including posters of very special Porsche cars, kindly donated by Botho von Bose. Congratulations to Don Richardson, a new UCR member and first time social attendee who won the piece de resistance raffle prize of the evening—a free UCR Introductory Driving School! A huge thank-you to Dave Osborne, our DE Chair, who very generously donated this prize!

Mimico Cruising Club was the perfect venue for this full-house event. Thank you to all for attending and helping make it a very memorable evening!



Del Bruce and Walter Murray.



Photos By Michael A. Coates

Rick Bye (top) and Brian Donato.

TECH SESSION

Tech Tactics East 2014 - Event Report

By George O'Neill, PCAUCR Tech Editor

For the past three years, I have made the trip to Easton, Pennsylvania for Tech Tactics East. This annual event, which has been running for over 30 years, is held over a weekend in late February or early March. The same sessions run both Saturday and Sunday to allow PCA members to select the day to attend that best fits their schedule. This year about 120 people attended each day, and again the event was held at Porsche's Northeast Regional Support Centre. If you are not familiar with these events, read the following four short paragraphs from the organizers:

Tech Tactics is a day dedicated to Porsche technical information. This event is for the casual information gatherer to the every day Porsche mechanic. Get the latest information directly from the source, from how to balance Weber carburetors for your 1970 Porsche 911S, to understanding how your Cayenne Diesel works.

The event was born in 1980 in the heart of Zone One at the Harley Hotel north of Hartford, CT. It quickly outgrew this facility and moved to the Springfield Sheraton where it resided for over twenty years. By the 1990s it was the premier technical weekend for PCA with some renowned speakers; such as, Norbert Singer, Phil Hill, Derek Bell, and Brian Redman.

By 2007 attendance was dwindling and new venue was in order. The event was moved to the Farnbacher-Loles facility in Danbury, CT. This move regenerated interest in the event with over 250 attendees. With the demise of the F-L facility, we have moved again and have changed the direction slightly in terms of the format.



Tech Editor's Note:

As always, submit your ideas for future tech articles to me at George@ONeillAdvisors.ca and—even better—consider writing your own article for us to publish. Your feedback is always welcome.

Tech Tactics 2014 will be hosted at the PCNA Training facility in Easton, PA. This facility is perfect for a "hands-on" type of event. This facility is used to train Porsche technicians on the intricacies of the new Porsches. It is equipped with state of the art classrooms with lifts and drive train assemblies which will be available for our event.

Tech Tactics is a great mix of "what's new", delivered directly by Porsche AG representatives, as well as topics from various industry and PCA member experts related to how to properly maintain and even improve our older cars. Following is a short summary of the seven sessions I attended at this year's event.

The first session was titled "Newton Surprise" and was led by PCA member Jim Newton. Jim runs a well-respected Porsche repair, race and restoration shop, so he knows a lot about Porsches. He spoke about how to store a car properly among other related points, and mentioned a product called the CarJacket, which totally encases the car inside a cover, zipping around the bottom to completely seal the car inside. Google it to learn more.

The second session was titled "Panamera S E-Hybrid", and was led by Porsche Technical Trainer Rolf Kitlitz. This vehicle is a

first for Porsche since it is a plug-in hybrid, similar to the new 918, so watch closely as the future unfolds; I believe we will see many more new vehicles plugging in to either get their only source of power (like the Tesla Model S) or complementary power like the Panamera E-Hybrid.

I will write a future article on the technology behind this car.

The third session was led by Daniel Vasiliadis, SUV Marketing & Sales Manager from Porsche AG and he spoke about the Macan, with the "S" model silently waiting for us under



a car cover. I am sure not as exciting as the initial public unveiling in Los Angeles last fall, nonetheless keeping the vehicle covered did add a bit of anticipation, since very few in the room had yet seen the Macan up close.

See previous issues of

Provinz where we have discussed this car, and once available later this year watch for a report on how it drives.

Next up was the fourth session led by Hayes Owen from Porsche Motorsports, who discussed the 991 GT America factory race car support program. If you can budget in the order of \$1.5 million annually to race, which is actually "economical" for this level—if you can dare say such a thing—you may want to contact Porsche to explore this further. The GT America is based on the 991 GT3 Cup Car.

The fifth session was led by Dave Becker, another Porsche Technical Trainer and he spoke about the new 2014 991 Turbo and GT3. An overview of the drivetrains and suspensions of each vehicle was discussed, as well as some of the key unique technologies such as the active pneumatic front spoiler on the Turbo. The elephant in the room was the concern with 2014 GT3 engines that caused Porsche globally to stop selling new GT3s and requesting current owners to stop driving their cars. This was addressed straightforwardly by acknowledging that two cars in Europe have caught fire, it seems because hot oil seeped onto exhaust components. But that is to be confirmed, as Porsche is taking the problem very seriously, flying teams of specially trained technicians from the factory around the world investigating certain cars to determine what precisely may be the source of the problem. [Editor's note: Porsche has now recalled all 2014 GT3s for engine replacement.] In a future column we will discuss more about the 2014 Turbo and GT3.

The sixth session, led by Lou Verdiales, a member of the PCA Tech Committee, was all about 911 Turbo Maintenance and Modifications. He spoke about the various generations of 911 Turbos, providing excellent information that anyone who owns one of these cars would like to know. Watch for some of his key points in a future article.

The last session was conducted by John Paterek, another member of the PCA Tech Committee, titled "Searching for the Perfect Porsche". John is somewhat of a legend within the PCA since he has attended most, if not all Tech Tactics

sessions, and since he runs a Porsche restoration shop he is very knowledgeable about older Porsches. He reviewed, with pictures, some of the more notable cars that have been worked on recently in his shop, sharing tips and advice on anything particular to those cars. If you ever have a chance to hear John speak about older Porsches, don't miss it. There may be no-one in the world more knowledgeable.

Finally, before flying back to Toronto, I stopped by the Martin Guitar Factory, located just a few miles from Easton in Nazareth, PA. If you are an acoustic guitar player, you have heard about this company. Much as Porsche is a leader in sports cars with a rich history, Martin is also iconic in their industry and has been in business over 180 years. The factory tour starts at 11am weekdays and access to the company museum runs throughout the day. And as fate would have it, there is a tie between Porsche and Martin. In the factory parking lot there was a silver Porsche Cayenne with a big Martin logo on the door, I presume driven by the Chairman and CEO Chris Martin IV. Chris is a Porsche fan, as shown in the 2013 Martin Guitar product catalogue with him standing beside his 911 Cabriolet, and by a small wooden model I found displayed in the museum of Chris shown driving a Boxster.

If you can, check out Tech Tactics next year. And if you like guitars, make time to visit Martin as well. For sports car driving guitarists like me, to paraphrase a famous saying from the past: Tech Tactics and Martin, there are no substitutes.



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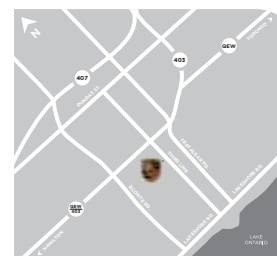
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Steep to perfection

An awesome UCR ski day

By Don Lewtas,
UCR Ski Day Chair



Photo by Eshel Zweig

Everything came together for an absolutely awesome PCA UCR ski day on March 7.

Sunny skies, a perfect temperature that kept the snow nice and crisp for skiing, an abundance of snow coverage with every trail open and a group of close to 50 Porsche Club members, family members and guests made the day perfect.

The trails at the Osler Bluff Ski Club were in pristine groomed condition as our group took to the mountain. Gulch, with its multiple S-turns, and the steep, fast pitch of Laurie's Bluff again proved to be the most popular trails for our skiers. Seems logical for Porsche drivers.

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David Forbes, John Van Atter and Don Lewtas get ready to hit the slopes.

Photo by Hazel de Burgh



Photo by Hazel de Burgh

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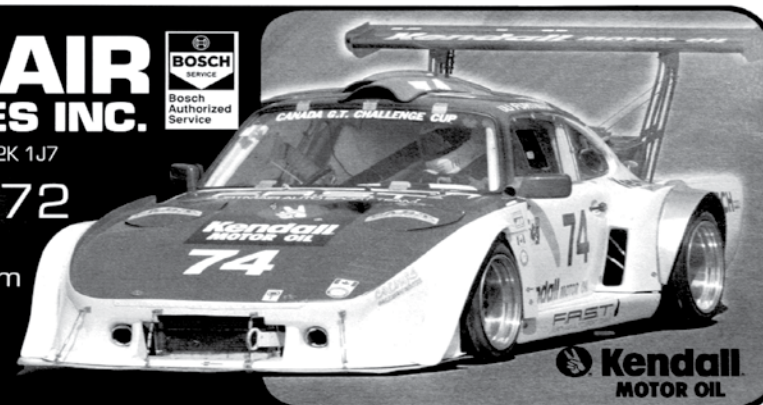
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Photo by Eshel Zweig

At lunch time, the outside deck facing the sun was a popular spot for a bite to eat and a cold beverage. There were essentially no lift lines so our group was able to get in a lot of runs, and given the superb conditions, most were on the hill until the 4pm lift closing time.

A wine and cheese après-ski at a nearby log cabin was well attended until the sun started to set. We shared skiing stories about the day and about our cars.

Special thanks to Hazel de Burgh and Eshel Zweig, our photographers, for capturing the fine day, to Anne and David Forbes (UCR's Fun Run Chair) who helped in so many ways throughout the day, and to my wife Barbara who arranged the delightful après-ski food and beverage. I did the fun part and got to ski with fellow members.



Photo by Eshel Zweig

Don, Barbara, and Tucker.

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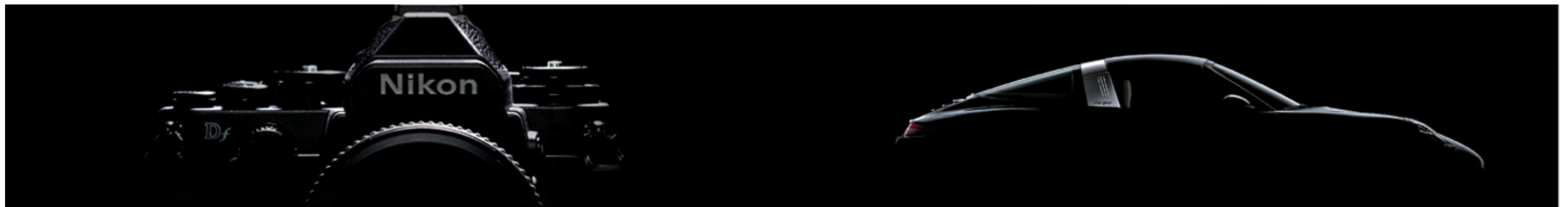
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Winter driving diaries

Snowbird in a Cayman, Part III

By Andrew Combes, UCR Member

The end of the winter season approaches, the days are growing longer, and the temperatures in south Florida are rising. Soon it will be time to think about packing up and heading home. But before I do that there are another three track events for me over the next six weeks, all of them at Sebring. There is just so much track activity in Florida during the winter that most 'trackies' will find themselves limited only by their budget or spousal tolerance!

In the last two weeks I have attended a midweek floodlit evening 'test and tune' at Palm Beach International Raceway (PBIR), a weekend DE run by the Suncoast Region at Sebring and a DE run by CHIN Motorsports at Miami Homestead Raceway. Let me take you through this busy period.



Before Christmas, the Cayman's freshly installed X51 3.8 GT's motor was giving problems. Not the motor per se, but the ECU had been upset somehow and was having a little sulk. I could not engage Sport or Sport Plus modes, the intake manifold flap valves were not operating properly and although she never went into limp mode, it was clear Martini was not a happy lady.

After some research, I shipped her off to John Tecce at BGB Motorsports near Daytona. His shop pretty much makes a living from making manic Caymans—and to very good effect. Last year their number 38 car won its class in the Rolex Series and took third overall—all without factory support. Martini has benefitted enormously from their expertise and Tecce now estimates about 375hp at the wheels—or as Rolls Royce always used to say about horsepower in their sales literature, "sufficient".

After some time sorting out Martini, Tecce and I met at PBIR for a shakedown. I had not been there before, had not driven a track at night and did not know what the new characteristics of the engine would be. It was an interesting evening under the floodlights with Palm Beach Driving Club. Tecce had somehow managed to get us in to an event that is normally open only to members of the club, and membership starts at \$11,000 a year. It didn't cost that much, but it was still expensive at \$500 for a 2.5 hour session, which included a catered dinner. Let me say that

no corner workers and less-than-stellar floodlighting on an unknown track, huge differentials in cars and driver abilities, and no point by system made for an interesting time!

We survived and it was clear Martini was running much better. She was accepting and holding the sport modes and sounded a whole heap better. Fun, but not something I am anxious to repeat. Cons: short course, limited paddock and facilities. Pros: got to meet Shane Lewis, excellent food, and a very interesting mix of cars. A veritable fleet of Radicals and a team of Ginetta G50 and G55s which were blisteringly quick. My Sebring-based shop that stores and transports the car, came and collected her from PBIR and agreed to have her ready for the following weekend at my Florida home track.

The next weekend was my first event with Suncoast PCA region. The club does not operate the tower; that is done by Sebring's pro staff. There is no set volunteer rotation, just a general request for tech line assistance. Free beer and pizza were provided at Friday evening check-in and tech. This particular weekend they were implementing a new sign-off policy which had a lot of people—including the instructors—confused. I was required to run in the student group on the Saturday, which was frustrating given that one 'run' is in the classroom and on track the cars were pretty slow, but I like to think I exhibited that famous Canadian politeness at all times. I eventually had a check ride on Sunday morning. To say it went well would be an understatement—my checker had started with some fairly aggressive questioning on flags, stations and escape routes but enjoyed Martini so much he ended up whooping and hollering and exhorting me to go ever faster!

Sebring revealed just how quick Martini has become under BGB's spanner. She now has torque with a capital T. I was short-shifting around much of the track to gently introduce myself to the new velocities—even doing so I could go much quicker because there is just a wall of torque. To quantify: T10—old entry speed 110mph hanging everything out, now 120-plus, short shifting; T13—105 vs 115; back straight—131 vs 143-plus. That is huge.

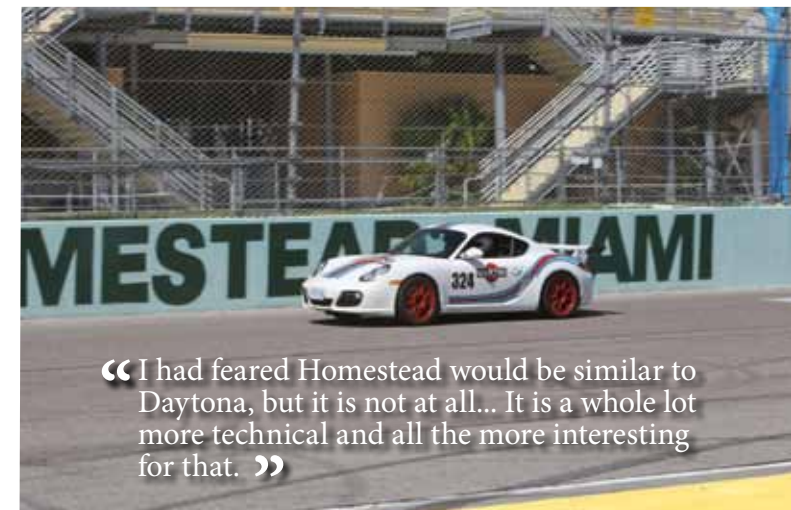
Brakes went off one time until I backed off a bit—Tecce agrees with me that Sebring is 'brutal' on brakes and is sourcing a GT3RS master cylinder to replace the GT3 unit. An ITC splitter has finally arrived and will be fitted before the March Sebring event. So, finally, the 3.8 conversion has been worthwhile

and Martini is a genuine pocket rocket. We reeled in all sorts of Porsches: 911S, no problem. GT3, no problem. GT3RS, count 'em, four, I think. GT3RS 4.0—just one, but I am guessing a sleepy driver! Just to put myself back in the box, I have to admit I was no faster than one of the instructors in an '82 full race 911 with just 250HP. It was, however, about eight feet wide with the biggest wing and rear tires I have ever seen on a 911.

And so, on to Homestead. I had feared Homestead would be similar to Daytona, but it is not at all. The course we ran does not use any of the banked turns, so speeds are much lower. I didn't see much more than 125mph. It is a whole lot more technical and all the more interesting for that. At 2.2 miles and 14 very interestingly mixed turns I will be heading back there again and looking forward to it.

Good facilities with lots of nice clean garages and plenty of power outlets provided. Worst thing about

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the place was the diabolical food, there was a choice of hot dog or cheeseburger, and no French fries because the fryer was on a work-to-rule. Instead, they provided chips which could have applied to the Guinness Book of Records for recognition as world's most stale. The guys from Sick Sideways did the smart thing and ran out to Panera Bread on Sunday to get lunch, unfortunately I was MIA when they took orders!

With Martini showing pronounced understeer at a couple of corners, the weekend saw my intro to trail braking, with coaching by Sparky, one of the pros at Sick Sideways. He won the NASA National Championship two years ago and now races in the Playboy Miata series with Sick Sideways. I had been feeling quite good about my laps until he jumped into the left seat and immediately showed how slow I was compared to a good pro. Then he had me work on that trail braking technique and with very good results. Could I match his speed? Maybe, if I work on one car and one track for, oh, seven days a week for about 10 years. When Dave stands at Mosport giving his first drivers meeting of the season in a month or two I shall know exactly why he says we are not racing—at least in my case: it would be a total waste of time!

So I hope that this short series has perhaps whetted a few appetites to try out the Florida winter track scene. Apart from the suntans, they are just like us down here. In fact many of them are us! Remember I was MIA when the guys at Sick Sideways took the lunch orders? Well it was a moment of Canadian national pride that had me missing; I rounded up five Ontario drivers and had us pose our cars for a group photo shoot. And we didn't mention the hockey gold medals once to our hosts—honest! Four of us are UCR members: Carl Kafarowski in his immaculate Dodge Viper, David Saunders in his Lotus Evora, Bruce McIntyre in his GT3, myself and also non-UCR John Barban in his Boss 302 Mustang. We caused quite a ruckus in the paddock! 🏎️



THE PORSCHE-PHILE

An interview with Andy Wright of Beamsville, ON



Photo by Andy Wright



Photo by Graham Jardine



Photo by 303 Imaging

By Stewart McKinney, Porsche-Phile Editor

know you have a few different Porsches, what are they?

A 1972 'Viper Green' 911 T, 1987 924S, and a 1989 944 S2. The 924S was my first Porsche and I still have it, great car, just as fast, if not faster than my 944. The Viper Green 911 is affectionately known as 'Lawn Boy' because of the green paint and yellow wheels.

Can you tell us about your history in the club?

I joined in December of 1993. During my time in the club I have been very active, holding the Vice President, President and past President roles, in addition to two years on the board.

What is a fond memory you have of your time in the club?

The first time I was on the track was a great memory. I grew up never thinking I would get the opportunity. After joining the club, I attended the IDS program and I

remember thinking—I'm on a historic track (Mosport) with a Porsche I owned. It is a great memory.

You hold a current position at the track events that is unique. Can you tell us a bit about your role?

Yes, it is called the Attitude Adjuster. Whenever there is an on-track incident such as a spin, running off the track, or driver error of some type, the driver is called off the track and I meet with them. We talk about the issue, I calm them down a bit and usually send them back out after the issue has been resolved. Most of the time it is very amicable, but sometimes people are a bit of a challenge and I have to send them home for the day.

Any funny or unusual incidents you can share with us?

I remember one semi-amusing story from my DE role as Attitude Adjuster. One wet day a driver in one of the solo run groups spun his car coming out of Corner 3. He did a perfect 360 pirouette mid-track and, after a brief pause, put the car in gear and continued. He acknowledged the black flag and came into the pits with a sheepish grin on his face. I asked him what happened and without hesitation he said, "Well, I was out ballroom dancing with my wife last night, and I think I momentarily got the dance and driving routines mixed up." Having just heard the most original excuse of the weekend—maybe the season—I laughed, made him promise not to confuse the two again, and sent him on his way. 🏎️

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If you'd like to be profiled on this page, please contact Porsche-Phile editor, Stewart McKinney at stewmckinneyca@yahoo.ca.

Boxstering the Blue Ridge

Shunpiking* in the summertime



*Shunpiking is the art of avoiding toll roads.

By Guenter Gamauf, UCR Member Photos by Guenter Gamauf and Michelle Gamauf

Ever since buying my first Porsche, a Boxster, in 2006 my wife, Michelle, and I have enjoyed taking it on at least one road trip a year. 2013 was no different, except for one detail. On July 25, Christmas came five months early for me as I took delivery of my new 2014 Boxster S, which I had custom-ordered several months earlier. By the third week in August, I had just finished with that agonizing, 3,000 km of break-in period. On this trip, I would be able to enjoy the full sound of the Symphony in Flat Six as it crescendoed into the 7,000 rpm range.

Since 2007, we have attended the Blue Ridge Boxster Summit held in North Carolina at the beginning of June every year, a gathering of some 150 Porsche enthusiasts from all over the Eastern US and Canada. Having attended BRBS in June, we decided that this year's other road trip would be to the Skyline Drive, which starts at Front Royal in Virginia and runs for 105 miles through Shenandoah National Park, ending near Waynesboro, VA. From here, we would start at the northern entrance of the Blue Ridge Parkway which runs through the Blue Ridge Mountains of Virginia, North Carolina and ends at Route 441 in Tennessee some 470 miles later.

Thursday, August 22nd started as a sunny, warm day, perfect for topless driving. CURVEN8R 2 was packed, fuelled and ready to go. Crossing at Buffalo, we followed Route 219 south through New York state, passing some quiet towns like Ellicottville and Salamanca. We crossed into Pennsylvania, passing by Bradford, before making a stop for lunch at Kinzua Bridge State Park. When built

in the late 1800's, Kinzua Bridge was the highest and longest rail viaduct in the world. Part of it was destroyed by an F1 tornado in 2003. The state has repaired part of the structure and created a skywalk for a scenic overlook of the valley below.



Shortly after leaving the park, we ran into some heavy rain. That continued on and off for the rest of the drive that day. That quick nine seconds to open/close the top sure came in handy a number of times, since I don't like to drive with the top up unless it's pouring rain. I even had a few chances to bring the whole orchestra into a full crescendo near redline, punctuated by the burble that the 981 emits with each up and down of the smooth-shifting six speed gearbox. And, it is all enhanced by that sport exhaust, creating a fabulous soundtrack to enjoy on the road. As we reached the end of our first day in Front Royal, I had that little feeling of disappointment when the day's drive is done. But, there was more to come during the following days.

Second day started nice and sunny, so I grabbed my bucket and sponges to give CURVEN8R 2 a quick bath. We were looking forward to this drive. With its 35 mph speed limit, there would be lots opportunity to enjoy the scenic views. I came back in, got ready and had breakfast. We came out to leave and it was pouring rain. We packed the car under the entrance roof and started off. Unfortunately, our trip along Skyline Dr. was like driving through a carwash. It did show one thing, however, and that's just how water tight the Boxster's roof is. Not a drop of water anywhere in the cabin, except when we opened the doors to get in or out. We did manage a couple of stops during a lull in the rain to snap a few pictures.

As we drove from Skyline Drive onto the Blue Ridge Parkway, near Waynesboro, VA, the roads gradually started to dry, allowing us to enjoy the scenery of the mountain road and leaving the rain behind us.

Eventually we reached the end of our second day's drive in Roanoke, VA.



The third day of our trip started out sunny and warm. With temperatures climbing into the 30's, it was an excellent opportunity to try out the vented seats I'd ordered with the car. They sure keep you comfortable when it gets hot and humid. My wife absolutely loves that feature.



With the BRP's 45 mph speed limit, and overlooks every few miles, there are lots of opportunities to stop and enjoy the majestic views. Occasionally, the Parkway passes through a tunnel, allowing one to create a little magic with the conductor's wand under the right foot. On one occasion, while I was getting some drinks from the cooler in the front trunk, a kind couple pulled up in their SUV and asked if we were having car trouble. I looked up and realized my wife also had the rear trunk open to get something from there.

"No", I explained, "the motor is actually in the middle of the car."

"Ah!" said the husband, "I should have known. That's a Porsche isn't it?" That led to an interesting conversation about the Boxster. While my 987 often got compliments, this 981 seemed to have someone come over to ask about the car whenever we stopped. It really is an attention getter.

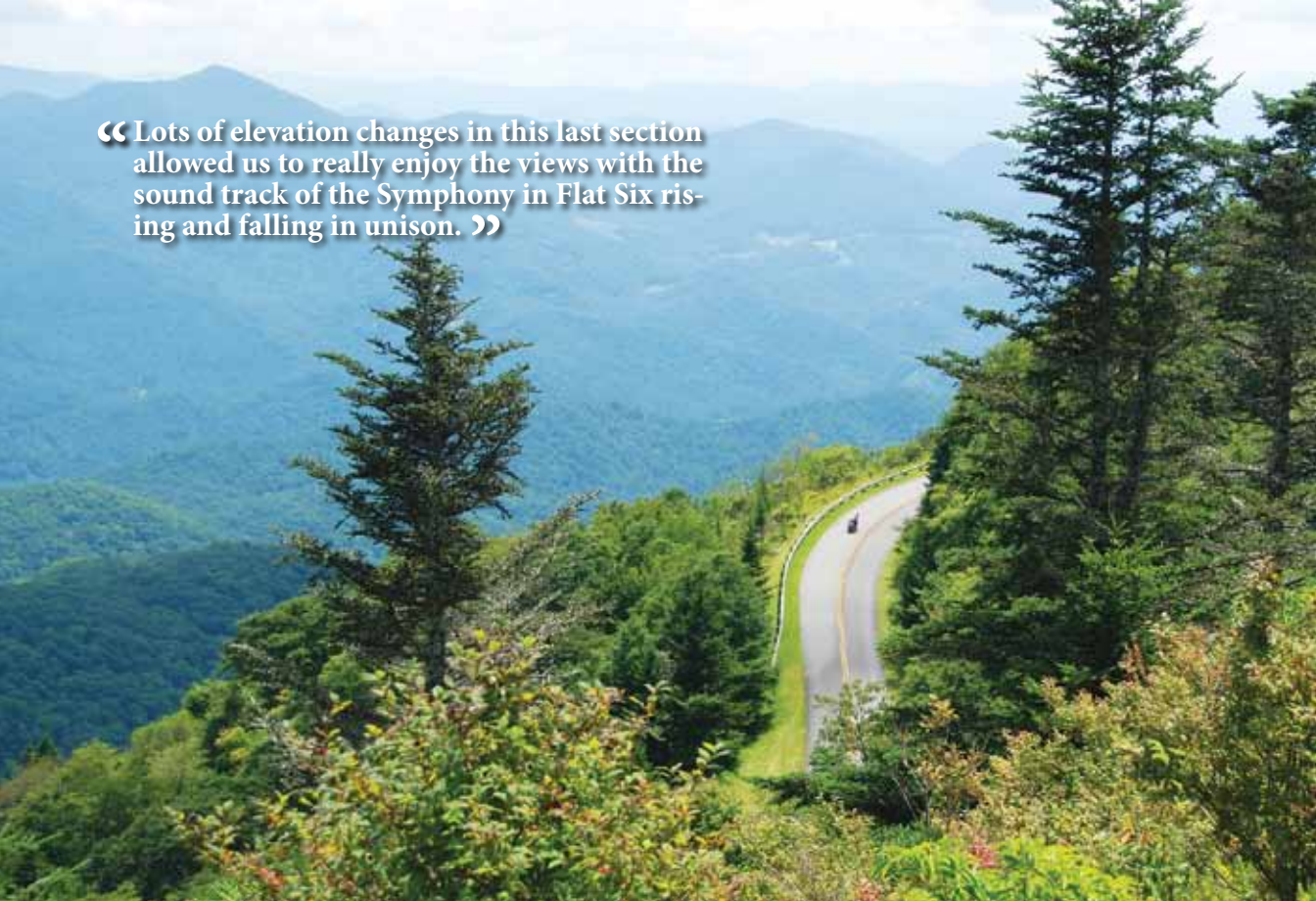
As the third day drew to a close, we reached Little Switzerland, the only place that is actually located right off the Parkway. This has been the meeting place for the Blue Ridge Boxster Summit for the past few years. During BRBS, there would be some 90 Porsches, mostly Boxsters, here. It felt really strange being the only Porsche this time around.



The fourth day, another sunny warm one, we had to leave the BRP because of repairs being made along the next stretch. That gave me the chance to try out the X73 option (Sports Chassis) on NC 226A, also known as the Diamondback, a twisty road, that is located on the doorstep of Little Switzerland. I actually prefer this road to The Tail of The Dragon. Having driven 226A before, I had a chance to compare the 981's handling to that of my 987 with stock suspension. This car just handles the corners like it's on rails, and the whole

continued on page 28...

“Lots of elevation changes in this last section allowed us to really enjoy the views with the sound track of the Symphony in Flat Six rising and falling in unison.”



...continued from page 27

thing is made even better by the Sports Plus seats that hug and keep you in place when cornering. At the same time, the ride on rough surfaces is about as compliant as my old 987 with its stock suspension. Even my wife has commented, “Doesn’t this car ever lean?” Porsche really has done amazing things with the chassis and suspension of this car.

On reaching Ashville, we were able to return to the BRP and enjoy the mountain views and animal life along the way. This southern section has more tunnels than the rest of the parkway. It also has the highest point of the parkway at 6,000 ft above sea level. Lots of elevation changes in this last section allowed us to really enjoy the views with the sound track of the Symphony in Flat Six rising and falling in unison. Too soon, we reached the end of the BRP at Route 441 in Tennessee.

We followed Route 441 which winds its way north through Smokey Mountain National Park until we reached Gatlinburg, Tennessee, continuing on through Pigeon Forge and ending our shunpiking by taking I-81 north to Kingsport, TN, our destination for the fourth day.

The fifth day saw us headed back toward home along US 23, a scenic divided highway which took us north to Charleston, West Virginia. From here, we took I-79 north



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to Pittsburgh where we stayed overnight with good friends we met at BRBS.

On the last day, we headed north on I-79 until we got off at US 62 for some more shunpiking along the western edge of the Allegheny National Forest. It’s a nice relaxing drive with scenic winding roads. We finally reached Buffalo and crossing over the Peace Bridge for the last leg of our drive on the QEW and back home to Kitchener.

I just can’t think of a better car than the Boxster in which to take a trip like this. Its open roof allows you to enjoy the sun and scenery, to the sound of the flat six. And, it’s a blast to drive through the twisties. There really is no substitute.



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Don't miss out on this season's Fun Runs and Autocross events.



Photo by Garth Stiebel

2014 Fun Run Schedule:

- Saturday May 3:** Muskoka Spring Fun Run David & Anne Forbes david.forbes@rbc.com
- Saturday May 31:** Porsche of London Fun Run Details TBA diane@porschelondon.com
- Saturday June 14:** Bear Manor Niagara Escarpment Poker Fun Run vaughn.warrington@nbpcd.com
- Sunday August 24:** Hearth Place Fun Run & Car Show Details TBA
- Saturday September 13:** Porsche of London Fun Run Details TBA diane@porschelondon.com
- Saturday September 27:** Muskoka Fall Fun Run David & Anne Forbes david.forbes@rbc.com
- Saturday October 4:** Fun Run TBA

2014 Autocross Schedule:

- | Sunday June 1 | Sunday July 6 | Sunday August 24 | Sunday October 5 |
|---|---------------|------------------|------------------|
| Register through the UCR driving registration website. Pre-register to avoid disappointment. | | | |
| Events take place at the Toronto Star facility in Vaughan, on Weston Road, just south of the 407. | | | |
| Each event is \$30. | | | |
| For more information contact Mario Marrello, UCR Autocross Chair, at m.marrello@computer.org | | | |



Emily Atkins
Provinz Editor

OBJECTS OF DESIRE

...is taking a short holiday! I'll be back with more "Objects" next month!

TRACKTALK



Dave Osborne
UCR Track Chair



Photo by 303 Imaging

After what must be the longest winter in history, we are finally going to be able to play with our toys. I spent most of my spare time (when not plowing) finishing my four-year car project. This DE season I'll be driving my SuperCharged 1987 928. At least I think I will be. Unless it blows up when I start it, in which case it will be an old white minivan. It's hard to write for future publication. Either way our new Advanced Driver Education season is beginning.

Working on an old car is often a labour of love. Andrew Treble, one of our Instructors, has spent the last few years building a beautiful 1972 911. Andrew went the opposite direction from me. While I'm sticking modern upgrades into my 928, Andrew has spent countless hours researching the correct nuts and bolts for his. His "new 72" is about as perfect a car as you can imagine. I cut out my door liners with a skill saw. While not the same builder's philosophy, we both share one thing in common; we love our old cars. Either of us could easily have bought a new Cayman S with the money we've invested in our '70s and '80s cars, but neither of us would have been so thrilled with the results. Welcome back to DE, Andrew.

Like most seasons, we will start with a little Introductory Driving School. Sold out since February, this is where our enthusiastic Green students get their first taste of track. Then we'll add a side dish of Advanced Driver Education, sprinkled liberally with Track Walks, Charity Events, Munchie Buffet Socials and anything else we can think of to enhance the flavor and social aspects of our Track Events. The dessert will have to be our first event at the new Driver Development Track at Mosport in August. There is something about learning a new track that always makes you want another helping. The icing on the cake will have to be the delicious Oktoberfest event, where we share a meal and a full season of memories. So don't just pick and choose at the DE buffet, sample all of our events. Then you won't leave the season without being full. I think I probably should have eaten before I wrote this.

I watched the Oscars again this winter. Not because I get excited about people giving awards to themselves, but there wasn't anything else on to watch that night. It did occur to me though, that actors get paid more than the people they actually portray. A movie character who is an electrician would earn hundreds of times

what an actual electrician makes and probably electrocute themselves if given the chance. A doctor in a movie (insert George Clooney) can earn five times as much for acting like a guy who saves lives, without actually knowing how to do it. The gap grows even larger when high paid actors portray slaves. My observation breaks down when you get to CEOs. Hollywood can't possibly pay an actor (even George Clooney) more money than a CEO that they are portraying. That points out a glaring problem in our commerce. Even Hollywood can't imagine paying one person that much money for one position and their job is to imagine it. I bet CEOs think that's funny.

One of the issues our Track Team decided on at our yearly meeting was the need to upgrade our communications. Over the past years we've added Track Radios in a couple of stages. While Motorola has always built a quality product, radios have made huge advancements with digital technology in past years. The topography at Mosport has always been a challenge and the insulating gas inside the glass on the new tower has exacerbated the problems. There has been a communications dead spot between corners 5C and the hump on the Andretti Straight for several seasons now. We have managed to overcome that by relaying messages. It became pretty apparent at the Club Race last summer when we lost communication with the Pace Car for a while.

We will be starting off with brand new digital Motorola Handsets and a powerful Base Station Radio with a perma-

nently mounted antenna for the tower this season. These radios have been tested at Mosport and offer complete coverage of the complex. Problem solved. So if you're wandering around, not sure of something, just ask someone who has a radio in their hand. If they don't know the answer, they can get it for you in an instant. The Track Team is there to help you and keep you safe.

To our newcomers; enjoy the Introductory Driving School. You are going to have a blast!

See you trackside,

Dave



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THE STEERING COLUMN



Emily Atkins
Provinz Editor
porschemily@rogers.com

Late breaking news

The driving season is practically upon us, and we are all busy getting our cars ready to roll, on road and track.

This month sees the beginning of the Driver Education season with two Introductory Driving Schools at CTMP's revamped driver development facility. Those lucky new drivers who have signed up will get to experience the expanded track and brand new building before the rest of us!

The annual open house event also takes place this month, on April 27 at 427 Auto Collision (it's easy to remember the date that way 4/27). There will be lots of vendors exhibiting and plenty of chances to meet fellow members and event chairs to find out what's planned or to offer your own time to help out. Volunteering with UCR is rewarding—come find out the compelling reason why so many give so much!

As well—and this is the late-breaking news part—the organizing team has recently added a Porsche Parts Swap & Sell

to the open house. Communications Director Mike Welker asked me to squeeze in this info just before press time!

Is that extra set of stock seats collecting dust? Have you been meaning to clear your old exhaust out of the shed? This year's Launch Into Spring will also include a members' Porsche Parts Swap & Sell. Interested members can RSVP for their reserved spot to display any spare parts for sale or trade. So load up the trailer with your RS bumper cover, A/C condenser, Gas Burner wheels, and stock heat exchangers, and trade them for something you really need.

Set-up will begin at 9:00 AM. Members must provide their own table and chair(s), if required. Please contact Mike Welker, Director of Communications, for more information and to reserve your place. Email mike@flashframedigital.com

With any luck, April 27 will be a spectacular day, and we can all bring our Porsches out of hibernation. Hope to see you there! Please stop by the Provinz table and say hello.



THE AIR BAG

Dear Emily,
I am the owner of a '65 911 Porsche. I have been a member of the PCA for almost 20 years, and I've seen a lot of changes. One of the most significant changes I've witnessed lately is how eBay, Kijiji and other internet sites have changed the real value of cars and parts.

I know the Porsche car is very significant in the auto industry, but lately it seems to be racing out of hand. In the past, cars and parts seemed to have a true value based on condition and quality. Now, if you are one who enjoys restoring or improving your Porsche, you will definitely see some outrageous prices for the above.

I believe collector cars deserve higher prices, but even then the prices seem out of line. I'm not sure that a person who is hoping to restore an earlier Porsche would be able to justify the cost now, compared to earlier days. I believe

Letters to the Editor

when Butzi Porsche passed away it made a big difference in early cars, especially the price.

That said, parts and cars need to level out to people can still live their dream of owning and restoring their cars without damaging their bank accounts.

Thank you, Bob Ebert.



Photo by Bob Ebert

Bob's car was featured in the April '13 issue of Provinz.



Got something to say about Provinz or the club? Please write me at porschemily@rogers.com

PERIPHERAL VISION



John Adam
UCR Historian

Is it April already?

An important date on our Peripheral Vision calendar has always been the date NNJR opened registration for its three-day driver education event at Mid-Ohio, being held May 16-18. Mid-Ohio is my favourite track in many ways. The other aspect about Mid-Ohio is that motels aren't too far from the track in Mansfield, OH, and rates are still reasonable. It's a seven-hour drive to the hotel, but it's all four-lane. Consider adding it to your personal DE bucket list.

UCR has probably sold out its two scheduled advanced car control (IDS) April dates on the CTMP (Mosport) Skid Pad. The UCR driver ed program goes on track at Mosport May 10-11. Of course, that's not news to fellow Trackies. I will give you my seasonal low down on selections from further afield. BTW, I may go to my grave calling it Mosport rather than Canadian Tire Motorsport Park. Checking for events further afield, the PCA list is rather

sparse at time of writing—perhaps Metro New York Region at Watkins Glen May 28-29. PCA Zone 1 will be at The Glen June 6-8 for a big event with probably 250 registrants. Instructors get the benefit of an extra day of driving. See the Zone 1 website for all the details. There are several opportunities to be at Pocono during the summer. This is your opportunity to try part of a NASCAR oval.

Hard core Trackies from NNJR and elsewhere will appear for three straight days at Mosport July 18-20. Green and Yellow Run Group drivers are promised plenty of instructors for Friday through Sunday and I always wonder why more Green and Yellow Run Group drivers don't sign up. The Red Run Group is in abundance at this event.

For a complete rundown on driver ed dates, the PCA website is a great place to do your research.

Now that better weather is here, let's hope that you get to enjoy some of the events that PCA is bringing your way. Not sure? Come out to our UCR spring Open House or send me an e-mail at johnqadam@rogers.com.



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H: 705 646-1176
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Vice-President
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Aurora, ON
L4G 5Z3
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Treasurer
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Secretary
Sheri Whitlock
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Director of Communications
Mike Welker
mike@flashframedigital.com
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DIRECTORS

Del Bruce
3240 Greenburn Place
RR # 1, Locust Hill, ON
LOH 1J0
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Mike Edmonds
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Concours Co-Chairs:
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Richard Shepard
richard_shepard@hotmail.com

DE Chair
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Provinz Ad Sales
Clive Van Wert
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Provinz Business Manager
Richard Maskobi
Richard@ranjer.ca

Provinz Editor
Emily Atkins
porschemily@rogers.com

Rally
Sajjad Butt
905 567-8466
sadia.butt@utoronto.ca

Socials Co-Chairs:
Laurel Ward
416 278-6886
laureljward@gmail.com

Kathleen Wong
416 258-6320
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Tech Editor
George O'Neill
41 Bellefair Ave, Toronto,
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