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



FEBRUARY 2014

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Canada Post Publications Mail Agreement Number: 40042299

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February 2014

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Cover: Photo by
Emily Atkins, Provinz Editor.
See article, Page 26



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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

JANUARY

7	Tues	Board Meeting (Cancelled)
14	Tues	UCR Social (Cancelled)

FEBRUARY

4	Tues	Board Meeting
11	Tues	UCR Social

MARCH

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

APRIL

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

MAY

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

JUNE

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

JULY

12	Sat	UCR Rally
8	Tues	UCR Social
18-19-20	Fri-Sat-Sun	Driver Education, CTMP (Main Track) with NNJR

AUGUST

5	Tues	Board Meeting
8-9-10	Fri-Sat-Sun	Solo Lapping and UCR Club Race (Signed off groups) CTMP (Main Track)
12	Tues	UCR Social
15	Fri	Introductory Driving School, CTMP (New Facility) and Solo Lapping (TBA)
16-17	Sat-Sun	Driver Education, CTMP (New Facility)
24	Sat	Hearth Place Fun Run & Car Show

SEPTEMBER

TBD	—	Concours
2	Tues	Board Meeting
9	Tues	UCR Social
19	Fri	Braiden Tire "Wheels for Humanity" Charity Event & Solo Lapping (Signed off groups) CTMP (Main Track)
20-21	Sat-Sun	Driver Education, CTMP (Main Track)
27	Sat	Muskoka Fall Fun Run
27	Sat	UCR Rally

OCTOBER

4	Sat	Fun Run
7	Tues	Board Meeting
14	Tues	UCR Social
18-19	Sat-Sun	Driver Education, Oktoberfest, CTMP (Main Track)

NOVEMBER

4	Tues	Board Meeting
11	Tues	UCR Social

DECEMBER

2	Tues	Board Meeting
9	Tues	UCR Social

PRESIDENT'S FORUM



Walter Murray
UCR President

Around the corner, on April 12 and 19, we will have our early Introductory Driving Schools at the new track at Canadian Tire Motorsports Park. On April 27, we will kick off the year with Launch into Spring, which will be at Porsche Cars Oakville. So have faith, we are on the downside of winter and 2014 promises to be another great year of Fun Runs, Driver Education, Autocross, Rallies, Club Race, Concours, Street Survival for young adults—or older ones if they choose—and our Year End Banquet on Saturday, November 22, 2014. Shows how time flies.

On a monthly basis, our new Social Co-Chairs Laurel Ward and Kathleen Wong will be bringing us exciting new formats. We encourage all members to come out and listen to interesting guest speakers and renew and make new Porsche friends. This year, to help new members or first timers when they come to Socials, we will be teaming them with an experienced Club member as mentor so they feel more part of the family. So pick your activities and make sure you register early. All of your Club volunteers give unselfishly of their time and expertise so take a moment when you join them and say thanks. Also make sure you share with us your experiences so we can continue to make your Porsche experience even more engaging.

As a Club we are blessed with a great group of volunteers and without their tireless and often unseen efforts, we could not deliver the Porsche experience. Over the last few years one of those unsung heroes, Richard Shepard, has been our award-winning Webmaster and *Provinz*

What a real winter. Over six feet of snow in Muskoka, and if you didn't know, Toronto had the worst ice storm in its history. But you say, eh, this is Canada.

Business Manager. On behalf of all members, let me extend our sincere thanks to Richard for his outstanding contribution to our Club.

Stepping forward to take over as Webmaster is our long time member, Past President and technology guru, Ken Jensen. Ken has so very capably handled Membership Retention for many years and is also the Zone 1 safety chair. He is experienced and capable and I often seek his advice. Thanks for taking on this key role, Ken.

Into the role of *Provinz* Business Manager we are delighted to welcome a relatively new member Richard (Rich) Maskobi. Richard has had a successful career on Bay Street and at a "young" age is pursuing other business endeavors. His business and technology expertise will be welcome in his new role. Welcome aboard Richard and thank you for giving of your time

We are in the process of filling the Director of Communications role and will advise shortly. We want to thank all those who responded to my message in January seeking help in filling the foregoing roles.

In closing, what is anticipation? It's excitement about some upcoming event or purchase. In my case, the event Camp 4S, run by Porsche Cars Canada and coming up early February. It is all about honing one's skills in a frozen wonderland. It occurs in the Laurentians in Quebec on a rally training course. The 911s and Caymans will be studded, and our challenge will be to master driving on this frozen winter track. Sounds like Muskoka this past winter. So stay tuned and I will report later.

In the meantime, drive safely.

Walter Murray
murray.dexta@gmail.com



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



Welcome!
NEW MEMBERS

Name	Location	Model	Thanks To
Amarpreet Bhasin	Richmond Hill	10-Cayenne	Downtown Porsche
Peter & Joseph Blake	Mississauga	13-911 C4S	Downtown Porsche
Rodney Butt	Burlington	12-Cayman	
Walter Cianciusi	Richmond Hill	68-911 S / 87-944 S	
John Davidson	St. Clements	00-Boxster	
Max De Angelis	Belle River	03-911 GT3	
Hangcheng Dong	Toronto	14-Panamera 4S	Downtown Porsche
Kalvin Faria	Burlington	14-Cayman S	Downtown Porsche
Eric Fonberg	Toronto	14-Cayman S	Downtown Porsche
Jacqueline Garnett	Dundas	11-911 C4S	Porsche of London
Mitchell & Avery Gillick	Toronto	90-911 C4	
Cecil Graff	Toronto	13-Panamera 4	Downtown Porsche
Nima Hamidian-Jahromi	Toronto	13-Cayenne	Porsche of London
Sandy Harrington	London	02-911 T	
Susanne Holland	North York	13-Cayenne S	Downtown Porsche
Peiyao Hu	Toronto	14-911 S	Downtown Porsche
Chien & Ryan Huang	East York	14-Boxster	
Jie Huang	Toronto	14-Cayenne	Downtown Porsche
Muneesh Jha & Kyle Vojdani	Toronto	96-911	
An Jun Jin	Toronto	14-Cayenne	Porsche of London
Shaun Khorsandi	Maple	06-911 S	Paul Dicker
Abdulah Khoshnaw	Toronto	14-Cayenne	Downtown Porsche
Alla Klein	Cambridge	14-Cayenne	Porsche of London
Neuyet Lan Chung	Woodstock	13-Cayenne S	Porsche of London
Cuixian Liu	Waterloo	14-Cayenne D	Porsche of London
Meney Lu	London	14-Cayenne	Porsche of London
Dan Mott	Stratford	14-Cayenne S	Porsche of London
Sylvain Painchaud	Guelph	06-Cayman	John Adam
Louis & Cynthia Pilon	Blainville QC	96-911 / 07-911	Trf-In Rennsport
Robin Porter	Kingston	04-911 T	
Chad Puddicombe	Sharon	89-911 C4	
Sam Reitman	Toronto	13-911 C4S	Downtown Porsche
Delia Nava Rios	London	14-Cayenne	Porsche of London
Yujing Sheng	Stoney Oak	14-Cayenne	Downtown Porsche
Jeffrey Singer	Toronto	14-911 C4S	Downtown Porsche
Howard Sloan	Toronto	13-Panamera 4	Downtown Porsche

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Name	Location	Model	Thanks To
Marshall Thompson	Port Dover	06-911	Trf-In Niagara
Changchen Wang	Toronto	13-Cayenne S	Downtown Porsche
Wei Xu	North York	14-Cayenne D	Downtown Porsche
Wen Xu	Toronto	14-Cayenne D	Downtown Porsche
John Liang Ya Xu	Markham	14-Cayenne	Porsche of London
Fang Yang	Toronto	14-Cayenne	Downtown Porsche
Yimao Zhen	Markham	14-Cayenne D	Downtown Porsche

Congrats!
ANNIVERSARIES

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30 YEARS

John Barthel

20 YEARS

Yarko Matkiwsky
Glenn Wilcox

15 YEARS

Eric Boueilh

Doug & Lisette Bradshaw
Linda Kelk
John Milne
Phil Thomson

10 YEARS

Scott Chapman
Tyler Comat
Vicky Fisher
Peter Matthewman
Rick Neuberger

5 YEARS

Max Bradshaw
Peter & Diane Craig
Kevin & Nicola Goertz
Gabriel Larouche
Mike Maheux
Ramon & Carmen Marti
Eden & Julianna McKaigue

Michael Nepom
Tracey Primmer
Carole Rothwell
J P Tanguay
George & Debra Thornton
Tim Venturelli

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

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THE WAY WE WERE...

30 Years Ago

Appleton, WI, Parade promo was underway. **Hans Pfaff** was pictured at our photo contest event. The edition was noteworthy for its lack of content, but with new editors, the new direction of UCR was beginning to unfold.

25 Years Ago

Hans Pfaff makes the cover, along with racers, including **Scott Goodyear** and **Richard Spenard**. Parade promo was for Grand Traverse, MI, where the red cabrio now owned by **Renate Weidner**, was introduced to PCA via the Parade Concours d'Elegance. Mosport DE was \$125 for the weekend. Tire Tech, the precursor to Shift Into Spring and Open House, was in the works. Membership was approaching 500. **Jack Christie** was our speaker at the Le Papillon monthly Social. The Patemans hosted their annual 914er event.

20 Years Ago

Photo radar was the rant of the day by editor **David Gaunt** with a feature by **Owen Sela**. President **Gord McNeil** advised that **Terry Cleland** would bring writer **Bill Oursler** to the March Social. We were moving ahead with plans for UCR management and support of Parade events at Lake Placid. **James Drozdiak** wrote about his rookie season on track. **Ben Ciantar** wrote a feature about **Hans Gramlich's** on-car break rotor grinder. **Marcus Koch** told us about the new 993 intro in Spain. One Chinese Auction item was the popular "Three Babes and a Rake". Charity Auction target was \$10k. Our March wine tasting event was to be chaired by **Bill & Hella Comat**. **Bruce Farrow** talked about winterizing your Porsche.

15 Years Ago

President **Van Atter** was promoting the Sweetheart Charity Auction. The Parade '99 Goodie Store was soliciting local area vendors. Luckily (for Mont Tremblant Parade), **Cray Scarlett** and **Andy Hunt** came through. **Helmut Brosz** promoted a Spring Blossom Tour around Prince Edward County. Helmut, it's time to do it again.

Contributed by John Adam, UCR Historian



COMING EVENTS

Launch into Spring

By Mark Solomon, UCR Open House Chair



Photos By Michael A. Coates

It seems far off, but April will be here sooner than you think! Imagine, the snow will be gone and the Porsche will be back on the road. Aren't you feeling warm already? This year's Launch into Spring will be on the grounds of the new Porsche Centre Oakville. We are hoping

that Mother Nature cooperates this year and the turn-out will be even bigger than last year. The large covered area of Oakville Porsche will be a welcome spot for all of the show and shine participants. For those of you itching to get the Porsche out, get it ready for Sunday, April 27.

2014 FUN RUN SEASON IS COMING UP



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





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 member. 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 about the cars, but the people. We look forward to seeing you there!

Your Socials Co-Chairs, Laurel Ward, Kathleen Wong



Upcoming Events

February 11, 2014 6:30pm-9:00pm Speaker: Jay Lloyds, Classic Car Specialist

2014 is Jay's 40th year working on Porsches, which include the early water-cooled and all air-cooled cars. Jay specializes in engine building, chassis tuning, and building special-order Porsche race cars. He worked in Europe and Asia from the 1970s through the 1990s and travelled extensively to support racing teams that competed at the top racing circuits. Between 1985 and 1993, Jay operated his own Porsche workshop, Lloyds Motors, in Hong Kong and formed the "Lloyds Motors Racing Team". He moved to Toronto in 1993 and opened his Porsche workshop, Lloyds Autosport Inc. Jay joined Porsche Centre Oakville in August 2013 as their Classic Car Specialist.

Location: Dragon Legend (Asian Buffet), 25 Lanark Road, Markham L3R 8E8, 905-940-1811
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COMING EVENTS

Camp 5? Ski day is March 7

By Don Lewtas, Ski Day Chair

Don't have enough time for Camp 4 but want some winter outdoor activity? Your Porsche is tucked away for the winter and you're looking for some enjoyment with fellow Porsche enthusiasts? The PCA-UCR ski day on Friday, March 7 at the beautiful Osler Bluff Ski Club is the answer for you.

The ski club, which is just under a two-hour drive from Toronto, provides some of the best skiing in the area with trails for all levels of ski ability. The variety of terrain, from the multiple sharp S-turns of "Gulch", to the steep, fast straights of "Laurie's bluff" will appeal to those missing the thrill of the track. The private club environment and high-speed lifts maximize your time on the hill and skiing enjoyment. By early January, Mother Nature has already provided the best snow conditions for Osler in recent memory.

The day is open to UCR members, their families and friends they may wish to bring along. The lift ticket for the day is \$79.00 per person and is paid to Osler Bluff Ski Club on the day. If your ski equipment no longer passes your tech inspection, Squire John's ski shop at the Club provides rentals of skis, boots, snowboards and helmets with easy prior arrangements. If some in your group don't ski or snowboard, there are many other activities. The Club has snowshoe trails (equipment rentals at Squire Johns) or if relaxation and pampering is more to their liking, the stunning Scandine Spa Blue Mountain is a short drive away (www.scandine.com/en/blue-mountain). Shopping and art galleries are also close by at the Village at Blue Mountain and in historic downtown Collingwood. Our group will be based at the Orchard Lodge of the ski club, where there is food service. You may also bring your own lunch.

After the day on the hill, everyone is welcome to an après-ski wine and cheese and a warm fire at a nearby log cabin. Your host for the day is UCR member Don Lewtas. Please contact Don



at donald@donlewtas.net to register, or with any questions. Your valid PCAUCR membership number is required for registration. Past ski days have been well attended so please sign up so we can plan for the group.



TECH SESSION

Vanishing art

By Pedro P. Bonilla, GCR PCA

If you're getting a new Porsche you're going to have to take lessons in German, because you'll need to be able to say "Porsche Doppelkupplungsgetriebe, please."

This is the wave of the future, the new(er) seven-speed dual clutch transmission from Porsche, now in its third generation. Even the new GT3 is now only offered exclusively with PDK. You cannot get it with a stick shift!

To me, sports cars make a connection between the driver and the car through the shifter. Taking a manual transmission Porsche to the track or on a spirited drive on tight and winding mountain roads is like going to church. Having to concentrate on accelerating, braking, steering and shifting, and making it all seem effortless and appear like a ballet requires a lot of effort and after a session like that I generally finish "cleansed" in body and soul.

One of my fondest memories is remembering my Dad teaching me to drive. Learning to synchronize letting out the clutch with the left foot while smoothly accelerating with the right was jarring, to say the least. I remember the jerking forward and stopping as my left foot let out too soon, but I overcame, and within a short time became a very smooth driver.

A year or so later my Dad decided it was time for me to learn to heel-and-toe. He was then, as



Tech Editor's Note: Porsche's PDK transmission is much more than an "automatic". Some of us may prefer a traditional manual shift transmission, and that may be fine for a car that is only driven occasionally and purely for enjoyment. But for those of us who use our performance cars on daily commutes as well as for enjoyment, the benefits of a high-performance "auto" transmission can outweigh the feeling that something has been lost when we let machinery operate the clutch and shift forks for us. Perhaps the biggest negative for a manual shift car is experienced during stop-and-go traffic as the endless engaging and disengaging the clutch can not only wear the clutch plate surface out, but also wear out the driver! Furthermore the days of manual transmission cars being faster than their auto-equipped counterparts are pretty much over. Read on to learn Pedro Bonilla's opinion about Porsche's PDK and why Porsche is going all-in with this "automatic". 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.



George O'Neill
Tech Editor

I am now, a track junkie, and having one of his sons also enjoy anything that burned rubber and gasoline made him want to teach me everything he knew about cars, and he knew a great deal.

But I'm now somewhat saddened because my children probably won't be able to teach my grandkids how to drive a stick, because there won't be any. Well, there'll be my Boxster, which will live forever, but you know what I mean.



There's no doubt though, that the Porsche Doppelkupplungsgetriebe is an incredible feat of engineering, capable of extremely fast shifting. It also makes shift points get their bearings from the driving dynamics of the driver. Upshifts and especially downshifts are perfect and made almost at the speed of light. Downshifts are even done with rev-matching, much better than the heel-and-toe of our dreams!

Having a PDK-equipped Porsche eliminates the requirement for heel-and-toeing and shifting, which in turn allows the driver to better concentrate on steering, accelerating and braking, making him/her a faster driver around the track.

Porsche calls it a dual-clutch manual, but we all know it's an automatic. I mean, it shifts for you without any input and that's the definition of an

automatic, even though it has some pretty cool steering wheel-mounted shift paddles. So, the joy of being one with the car and the road will very soon come to an end when the last Porsche stick shift is made (probably sooner than we expect).

But if there's one thing I enjoy more than shifting and heel-and-toeing, it's lowering my lap times at the track, so I can't wait to have one of the new generation Porsche Doppelkupplungsgetriebe-equipped Porsches.

I guess I'll just start teaching German to my grandkids so that they can properly pronounce: Porsche Doppelkupplungsgetriebe.

To learn more about PDK please visit my website at: www.PedrosGarage.com.

Happy Porsche'ing.

Pedro



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Winter driving diaries

Snowbird in a Cayman

By Andrew Combes, UCR Member

Episode One

Hands up, everyone who breathes a sigh of relief each October once the Oktoberfest DE weekend is done and you can polish your Porsche before putting it away for the next five months? No, didn't think so.

Ever-increasing numbers of Ontarians willingly adopt the title of 'snowbird' and head south of the border each winter. Many end up, like me, in Florida.

There are four things you should know about Florida: Daytona, Sebring, Palm Beach International Raceway (PBIR) and Homestead. They don't close for the winter. In fact, they are probably at their busiest, as race teams, car companies and car clubs from all over North America make their annual pilgrimage to the Sunshine State. Several PCA regions are active during the winter, and there are

plenty of events put on by the likes of Chin Motorsports, Advanced Drivers Group and PBOC. I have been participating in some of these events for three winters now and can attest that not only are they fun, but the continued seat time at the track is very good for keeping your skills up to scratch.

Before you go

A little planning can make your track time work more smoothly and prevent headaches. The sort of preparation you need depends in part on how your car is set up for DE. Do you drive it to and from the track, or is it strictly trailer only, or something in between? Over the three winters I have been tracking in Florida I have gone from completely street to trailer only with an 'in between' season sandwiched in the middle, so I know a little about each and will try and address specific issues wherever necessary. Insurance is always my first priority—especially

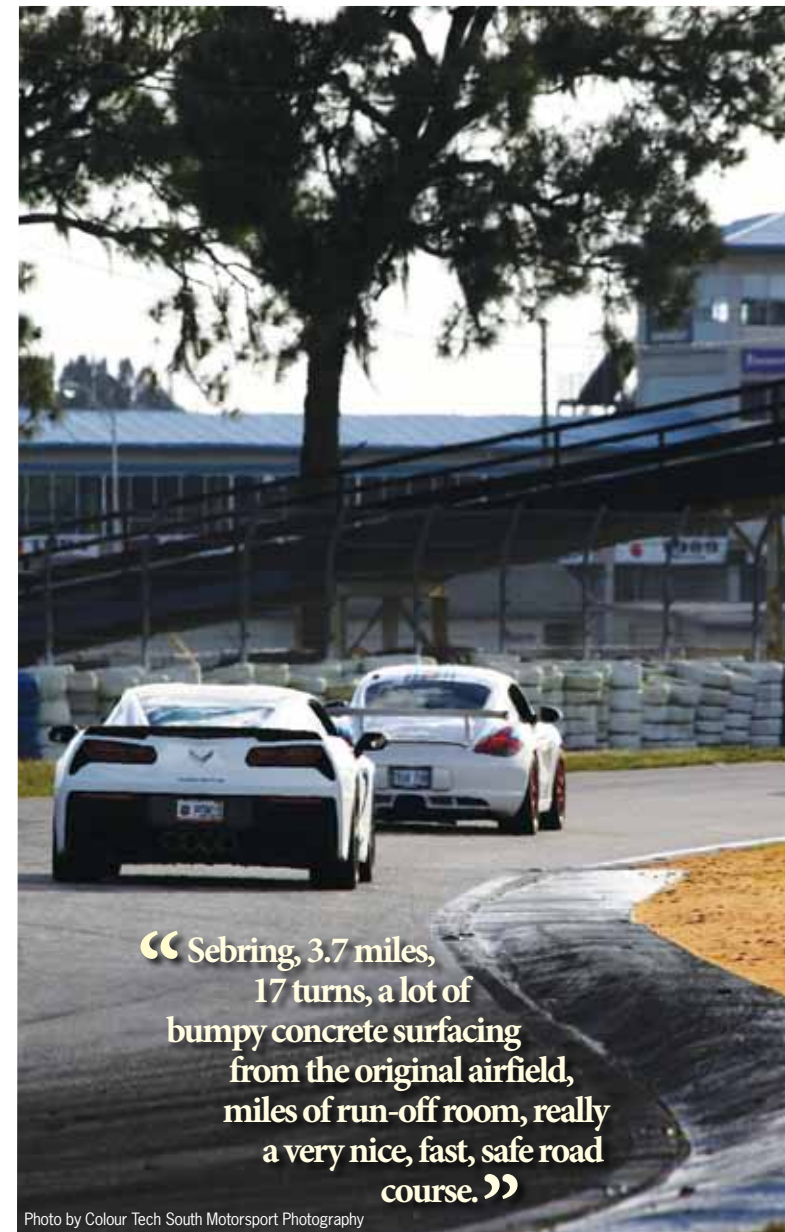
south of the border. Check with your insurer that you are covered; generally this is included in your policy. Some insurers will limit the length of time your car may be in the US, but are often open to negotiation if you are a good client. High Performance Driver Education (HPDE) insurance is readily available in the US and you may want to consider taking advantage of it. You will almost certainly not be covered by your Canadian carrier for liability or physical damage while inside the gates of a racetrack. I have found a company that does such coverage for me, but that is a subject worth an entire article another time.

How will you get your car south to the sunshine? Reckon on 2,400 km, one way, to central Florida from Toronto. I send my car south each year with Hansens Forwarding, based in Scarborough. They run a weekly service to Florida with two large transporters, and charge around \$1,200 door-to-door. Be aware that US Customs generally allows nothing to be packed in the car; there is, however, a special exemption for snowbirds, who may pack a few clothes as long as these are included on the manifest. If you want a spare set of rims and tires on hand, you will have to find another way to move them or have a set you leave stored in the US year-round, they cannot go with the transporter. I have a hitch-mounted cargo carrier for my SUV that can take a complete set.

Don't want to drive that far but have a track-worthy daily driver? You could knock 1,400 km off by driving to Lorton, Virginia and loading the car onto Amtrak's Autotrain, which 16 hours later will disgorge you and your cargo just outside Orlando. The cost for the car is very reasonable but the total can soon mount up depending on the class of accommodation you reserve. Just be aware that there is a minimum ground clearance of four inches required by Amtrak for loading and unloading purposes. And they may require you sign a rim damage waiver if you have very low profile tires.

If you decide to tow your own rig south, my advice is to think carefully about where you will store it if you want to leave it for the winter, and maybe fly back and forth. While there are plenty of public

storage facilities in Florida, they get busy in the winter and you should consider booking ahead. Make sure you pick one that has resident onsite managers and 24/7 access for security and convenience.



“Sebring, 3.7 miles, 17 turns, a lot of bumpy concrete surfacing from the original airfield, miles of run-off room, really a very nice, fast, safe road course.”

Photo by Colour Tech South Motorsport Photography

Something important I have learned over several seasons as my Martini has evolved into a track rat from a perfectly respectable street car is that you should put some thought into choosing the outfit that will look after your car. If, like me, you decide to let a motorsports outfit store, service and transport your track vehicle, choose one that is located within reasonable distance of whatever your south-

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ern 'home track' will be. That will cut down very considerably on transport costs. And make sure the shop is conversant with your model of car, or at least has a good working relationship with an outfit that knows enough about your likely needs.

Generally speaking, pretty much any licensed shop can be used for track tech inspection for CHIN and other commercial track-time providers. PCA Suncoast and Everglades Regions have lists of approved centres, but I have certainly found Suncoast to be pretty flexible. Don't expect to find a host of PCA events down here—there are just two from November to the end of April this winter, the majority of your track time is likely to be provided by CHIN or others. Costs are somewhat higher. This season, CHIN has raised their price to \$325 a day, but certainly in their case you will experience a very professional level of presentation and a big emphasis on safety. About the biggest compliment I can pay CHIN is to say that the GM, Mark Hicks,

and his team most closely approximate what we all experience at a UCR DE, minus the 'volunteer duties'.

So is the DE experience down here very different from back home? Not really; you can get a feel for it from the following extract from a letter I sent recently to some Canadian buddies:

Sebring, 3.7 miles, 17 turns, a lot of bumpy concrete surfacing from the original airfield, miles of run-off room, really a very nice, fast, safe road course.

Saturday started overcast but warm and humid. I went out for the 30-minute warm-up session at 8:30am after the usual excellent drivers' briefing given by the CHIN general manager. Warm-up is run under full-course yellow, and with 200 cars at the event this was not going to be a session to try out my



Photo by Colour Tech South Motorsport Photography



Photo by Colour Tech South Motorsport Photography

new engine. Good mix of marques and cars: Porsches aplenty, lots of Corvettes in all stages of tune, Camaros old and new, newer Mustangs, Ferraris, Evos and STis and even a Ford GT40 this time.

First time out in my run group I soon got up to speed. Too soon it turned out. A 'four wheels off' at T5 had me scooting across the dusty grassless earth on its outside. I dutifully came in to the pits for a little talk, with Mark Hicks it turned out. We chatted and I learned that he too runs a Cayman and has a Stilo helmet and he had a pat answer for the mishap. "You can't hear the Cayman's engine at all with the Stilo fitted with the noise attenuating earpieces".

Back out and a more judicious use of new-found torque had me carving my way past the complete field save for one fast Corvette. Throughout the day I took advantage of two sessions of pro coaching and decided that I had better seek a move to blue group on Sunday.

Sunday and the heavens opened on the morning runs. At Mosport I would, before the new tarmac anyway, have sat out the dance, but I knew from previous experience that Sebring

maintains a decent amount of grip. More judicious use of the throttle and Martini continued her dance through the diminished crowd quite nicely, even without donning her new wet Hoosiers. My check drive went very well and I moved to blue, where passing is unrestricted, something I find very helpful with my fabulous new Cup car brakes. They really do test the retention capabilities of your eyeballs time after time with absolutely no fade.

I hope this has whetted your appetite! Next month, Episode 2 - The Season So Far, Coming Back into Ontario, Nexus.



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MEMBERS' RIDES



Photo by Gary Lounsbury

The little car that could

Part II

(Part I appeared in the May 2013 edition of *Provinz*.)

Randy's 944 in the garages at Daytona.

By Randy Smith and Gary Lounsbury, UCR members

After a successful championship in the 2012 season, 2013 was the next target--a repeat. But like all things, planning is the easy part.

We won, but we lost.

The year started out like the last one, strategically planning which weekends to enter to fit everyone's schedules. We all—Max Schoemer, Gary Lounsbury and I—decided on four weekends: Clash at the Glen, CTMP VARAC Historic Grand Prix, CTMP - UCR, and the end of season 944 Cup Championships at the PCA event in Daytona Beach!



Photo by Brenda Lubinski

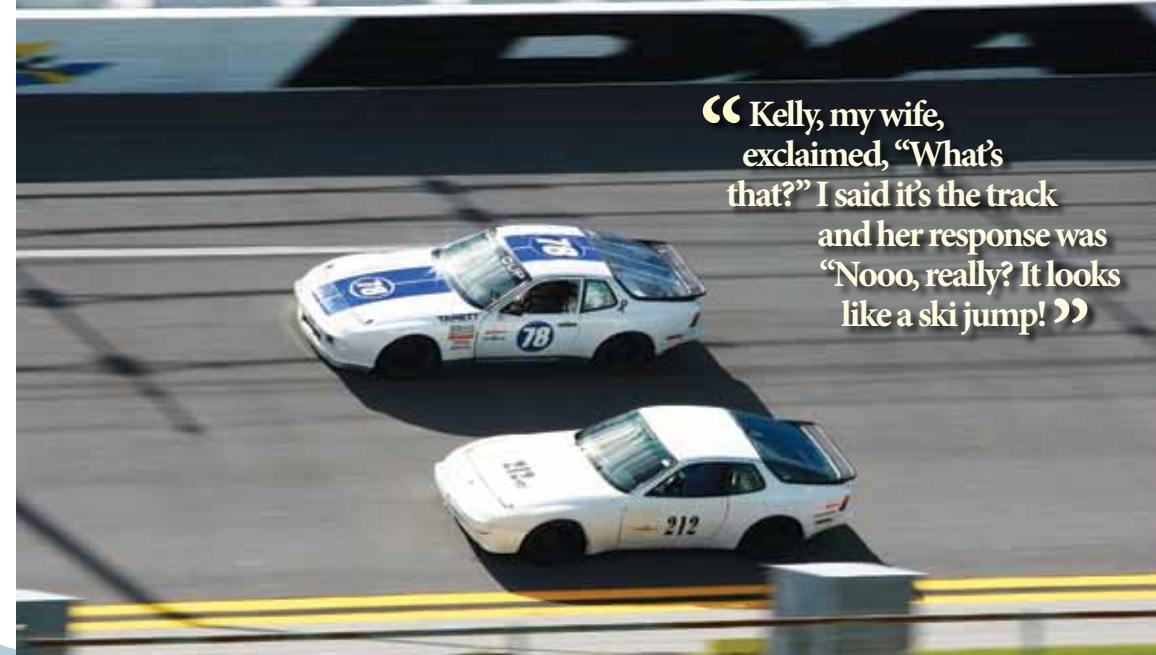
UCR members Gerry Lubinski, Chris Lubinski, Mark Wolff, Gary Lounsbury and Randy Smith trying to stay cool at The Glen.

The plan was for the three of us to attend Watkins Glen, so we booked rooms and started to prep the car. One of those planning sessions occurred at The Angel Inn in Niagara-on-the-Lake in March. Max was complaining about a pain in his calf muscle the whole time, which was uncharacteristic for him. We all agreed that a "charlie horse" shouldn't last as long as it had been bothering him, and he should get it checked out.

What followed in the next few weeks changed everything for all of us.

Max was diagnosed with pancreatic cancer. All of the excitement and luster of the upcoming racing season was immediately tarnished. He decided we had to continue with our plan. Max explained his situation to me in his typical fashion. "Look at it this way, I'm leading the Daytona 24hrs and just came in with transmission issues. I'm not going to win, but after changing the transmission I still have some laps to run." So onward and upward we soldiered.

Gary and I ended up heading to the Glen without Max, as he opted out. The weekend was again a record-breaker for attendance in the SP classes. We were in constant contact with Max for his input and direction on strategies. The team was still working well as we again came away with pole position for the race.



On the high bank at the PCA Daytona meet Oct.4-6, 2013

Photo by Colour Tech South Motorsport Photography

“Kelly, my wife, exclaimed, “What’s that?” I said it’s the track and her response was “Nooo, really? It looks like a ski jump!”

But the two races proved an exercise in frustration within the confines of mixed class racing. In Sprint 1, the faster SP3 cars, driven by slower drivers, would use their right foot to pass, usually right at the end of a long straight and then, predictably, STAND on the brake into an entry of a corner, effectively eliminating my momentum. I out-qualified many of these cars. Sprint 1 was bad, Sprint 2 was horrible. Lap after lap I'd be able to pass this SP3 car and then she would dive bomb me into the corner and kill both our lap times allowing car after car to catch and pass us. I finally decided to execute a very risky low percentage pass at the right place to make it stick. Thankfully, she relented. In one lap I couldn't even see her in my mirrors anymore. However at this point in the race it was too late to improve position. Ultimately



Photo by Gary Lounsbury

L-R: Dave Derecola, Series Director of the current 944 Cup Series, Randy, and David Deacon, original founding Father of the Rothmans 944 Porsche Cup.

we finished 2nd and 3rd in class for the weekend. We really wanted to take the trophy back for Max.

Max passed on the Thursday following that event, June 6th, 2013.

At the following event, VARAC Historic Grand Prix at CTMP, every 944 wore a black ribbon decal in memory of our friend. This was the one event Max was really looking forward to attending. David Deacon, the orchestrator of the original Rothman's 944 Porsche Series, was to be the Grand Marshall of the event. Other significant Porsche enthusiasts of the series including Ludwig Heimrath, Auguste Lecourt and even Rudy Bartling came to watch, amongst many others. Cars driven by Ron Fellows, Scott Goodyear and Ludwig raced. Max's wife attended, along with other family members. To

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Photo by Gary Lounsbury

In the impound after the last race at the VARAC Canadian Historic GP

Photo by Gary Lounsbury



Legends: Dave Deacon, Rudy Bartling, Auguste Lecourt.

...continued from page 19

bring four wins home out of five races was an amazing tribute.

The UCR weekend at CTMP was also a good weekend for the newly minted MadMax Racing team. Running with both series, the 944 Canada Challenge and the 944 Cup, we managed to take home a 1st and 3rd.

Our final race was to be at Daytona International Raceway, hosted by PCA. Gary was figuring things out until his finger was broken. Track configuration, length on the

oval vs infield, top speed, aerodynamics and it went on and on. The actual configuration of our cars is generally set up for tracks like Mosport and Watkins Glen where the top speed in an SP2 car is in the 115 mph range. Daytona is a completely different story. We've all watched NASCAR and the 24HR races there and know the oval is looonng. Gary's calculations quickly identified we'd be on the rev limiter for over 3/4 of a mile! Great on the infield, a killer on the straight. Not really good for our poor little 2.5-litre, either. After making some decisions and packing some contingencies we headed south.

Taking the Green at the PCA Daytona meet Oct.4-6, 2013



Photo by Colour Tech South Motorsport Photography

I have family in Sarasota, so we decided ahead of time that this was to be a family vacation of sorts. Of course there happened to be another race at Sebring the weekend before the Daytona date and Dave Derecola, chief of the 944 Cup Series, had invited me to race with him in a team effort in the Chumpcar Series for a 14-hour endurance race. We stayed at the hotel trackside, kids lived in the pool, I in the pits.

I was elected to start the race, in a car I've never driven before, for a two hour session at a track I haven't driven in years. Thankfully the Miata was prepped flawlessly and Sebring hasn't changed too much in years. I made it 1.5 hours before a half shaft snapped, forcing me to the pits for repairs. We had been running as high as 7th in a field of over a hundred jalopies. Six hours later I was suited and ready to jump in for my second stint, but our fourth driver met with unavoidable contact, mostly due to a softening brake pedal. Race done.

Driving into Daytona International Raceway is an experience all to itself. Coming out of the tunnel on the infield side I pointed to the turn one section and Kelly, my wife, exclaimed, "What's that?" I told her it's the track and her response was "Nooo, really? It looks like a ski jump!" As we pulled into the garage area, we were met by Gary with a huge ear-to-ear grin! He had flown in earlier and had already secured our garage and was armed with the lay of

the land. "We're at Daytona International Speedway," was all he could say.

It was my first time on this track, check one more off my bucket list. I can't tell you how awestruck I was coming off grid entering the pit area under those grandstands. Once I got the jitters out of my system, all the pre-planning Gary had organized was paying off. Tires were good, track configuration was as he had specifically described, right down to the shift points.

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Photo by Colour Tech South Motorsport Photography

Snaking through the infield at Daytona



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...continued from page 21

I quickly figured out the benefit of a cool suit, which I didn't have. Sitting on grid waiting for the track to clear of some 911s, we sat for 25 minutes suited up in hot race cars with an ambient temp of 84F. As we sat, a rain burst blew through and when we got track, the surface was still wet. We sat on pit road for a few minutes to allow the track to dry a bit. Once I got going, missing the standing water in the infield section was basically all that mattered. I have a much better appreciation for the guys who run this track in the wet during the 24HRS. After pulling back into the garage area, Gary informed me that we secured Pole position by +3 seconds! How's that, Max?

The next day the weather was clear as we lined up for the race. This was where Max would have helped most. He would have already identified who was the competition and where they were quick and where not. So I had a bit of anxiety regarding who the players were going to be. As mentioned earlier, we again had to deal with a combined class issue, and I had out-qualified a large portion of the field, including SP3's. At the green flag several, and I mean lots, of the faster cars just blew by. Now some of the local talent were using the draft to take advantage of these faster cars, an art that I was quickly adapting to. At the checker flag I started to think that our tranny and wheel/tire configuration was not the right choice. As it turned out, 1st through 4th and 6th place SP2 cars were running the 2.7-litre motors with a 16" rim. Our fastest lap time was only 0.7 seconds off the winner's best lap. At the end of Sprint 2, the first place car was 15 seconds ahead of us, but 1.3 seconds covered places three through five. We ended the "money" race with a strong 5th in class, sewing up the 944 Cup Canada Chapter Championship, but missing the national title.

Max would have been proud of the little car and team he envisioned. Cheers! We miss you, Max.



Photo by Gary Lounsbury

Max at New Jersey Motorsport Park.



The world lost a superhero today

By Carolyn Hoar, Hearth Place

**Daniel Taylor,
4 Years old**



It is with deep sorrow that I have to inform you little Daniel Taylor passed away from Neuroblastoma cancer at 1:18 am on Tuesday, January 7, 2014.

Daniel endured long and sometimes arduous treatments for the past 18 months as the doctors tried their best to cure his cancer. Through it all he remained the happy, positive young boy that he was. Daniel was passionate about cars and car racing and his trips to Canadian Tire Motorsport Park with the Upper Canada Region of the Porsche Club of America were indeed a highlight for both him and his family. At these events he did not stop smiling, and as on one occasion it was pouring with rain he commented 'I love the rain'. Many members of the club donated funds to Daniel's family which enabled them to take close relatives on Daniel's wish trip to Disneyland. It is these wonderful memories that have been created that will help sustain them on the long and difficult journey ahead; a journey of a life without Daniel. Daniel will certainly not be forgotten, as anyone

who met him fell in love with him and his kind heart. He touched all those who he came in contact with. The world is a sad and lesser place now he is gone.

Thank you to all of you who supported Hearth Place and Daniel's family over the past year. You really have made a difference!



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Photo by Garth Stiebel

Track Life

By Garth Stiebel, Provinz Managing Editor

2 When you come out of the chute, the first thing you gotta mind
Is who's already out there, at speed,
Focused on the top of the hill, where the horizon drops away,
Which way? You'll find out,
Move inside, find the sweet spot, and then
Let the car sing to you, telling you it wants to go sideways.
Don't listen, nothing to be gained and much to be lost, keep the pedal to the metal
And hunker down for the ride, control the drift, feather the throttle
Spool out to the turtles;

3 Harder than it looks? Yes, but adapt to the circumstances,
Though not of your design, it's the journey you must take
Loop left, then right, the apex is hidden
But then, most peak experiences are,
Until you're upon them, the g-forces pushing you outside
Green grass deceptively safe looking; if your wheels brush across it,
You're gone.

See that tree? Dead ahead, aim for it, and
Stay off the marbles or you'll lose yours, as you

4 Gently, counter-clockwise turn and accelerate
Downhill, yet another deception, the Creator's way
Of making you think twice, when once is all you have time for,
Brake, hard, downshift, turn, on the throttle, heel-and-toe
Hairpin!

5 A and B
Are you fully engaged yet? Are you here and nowhere else?
Now and no other time?
Is the beast you ride under your control or has it been zooming you until there's no going back

And no going forward unless everything is in-sync.
Is this poetry, does it have its own rhythm, are the words right and true?
The turn behind you in seconds, it yet praises your skill
Or mocks your pretention.

6 & 7 Hardly there, unless it's wet,
then under you like ice
Back Straightaway, point and
push, (thank you, Mario)
Take a moment, relax, shoulders down, finger-stretch, enjoy the view, sometimes you can't tell
You're going uphill.

8 Long and sweeping right, tempting Fate
You've made it this far,
But move inside too soon or too late
And disaster beckons.
5 to 4 and

9 Mid-point of the Esses
Work-zone, brake, into third, hard left, 90 degrees,
then

10 The tower looms, overlooking your every error
A quick tug on the steering wheel
The front straightaway, and your fans along the wall,
arms aloft
Speeding by.

1 Tight and right, and watch for newcomers.
The lessons learned will soon be tested again,
The track unwinds, its hum under your tires is like an old friend, a teacher, implacable
Every time the same, every time different.
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Joy and regret, bundled, bittersweet
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Retro cool

911 Targa promises to be a hit

Photos and story by Emily Atkins, Provinz Editor



The reborn Porsche 911 Targa stole the show at the Detroit Auto Show in January. Those expecting a re-hash of recent editions' sliding glass roof were surprised by the return of the "hoop".

This Targa is a soft-top mechanical wonder that needs to be seen to be truly appreciated. Watching the roof mechanism in action seemed to be the favourite activity of a majority of the car writers in attendance at the show's media preview days. Luckily, Provinz was at the show and captured these still shots of the Targa 4 and Targa 4S.

When this car arrives in Canadian showrooms later this year, do not miss the chance to get a closer look.



911 Targa at a glance:

Both versions of the new Targa generation are based on the current model range of the 911 Carrera family.

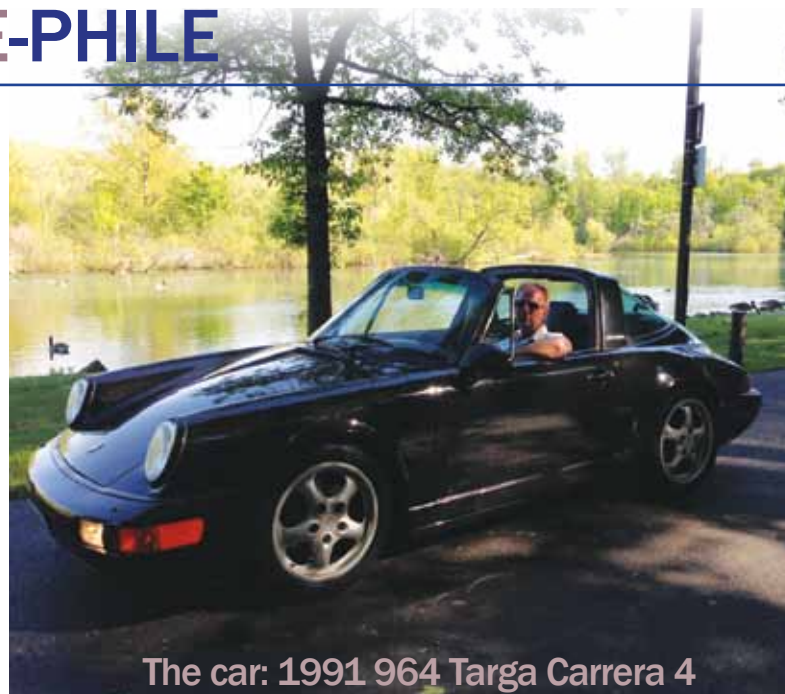
The 911 Targa 4 is powered by a 3.4-litre flat engine offering an output of 350hp; the S model features a 3.8-litre flat engine with an output of 400hp.

Depending on the model and options, the Targa can accelerate from 0 to 100 km/h in 4.4 to 5.2 seconds, while its fuel consumption ranges between 10.0 and 8.7 litres/100 km.



THE PORSCHE-PHILE

An interview
with Frank Heard
of Vineland, ON



The car: 1991 964 Targa Carrera 4

By Stewart McKinney, Porsche-Philes Editor

What made you buy a Porsche?:
I think it is like anyone who has seen friends and neighbors with Porsches and has enjoyed talking with them about their cars and experienced their enthusiasm for the car and the lifestyle. I got to a point in my life after retiring from corporate life and wanting a new car with character, especially an older one and the 911 seemed to be the ideal candidate that was fun to drive and had a classic design that appealed to me.

Any funny story or adventure:

My friend Stewart (McKinney), his wife Leanne and my girlfriend Janine took a trip to Skaneateles, NY—following the scenic route and visiting wineries along the way. It was nice to do something with close friends that involved the Porsche. I enjoy driving, and I believe people drive for different reasons, the

core of my driving enjoyment is the combination of the engine note, wind and driving feel—especially with the Targa top removed. Since the car is a recent purchase and my first Porsche, this extended drive allowed for a great experience with the car and close friends.

Things you like to do in the club or are looking forward to participating in?:

The opportunity to meet people with a wide range of backgrounds and interests is very appealing. I had a great time at the Bear Manor Fun Run which was well organized and had a fun group of people who participated. I could see myself participating in more fun runs. What I like about the club is that you can pick and choose what you want to participate in and not feel pressure to have to attend every event.

Your expectations of the club:

I'm looking to improve my knowledge of the various models of Porsche and meet more people who can share their experience with the cars. In addition, the magazines, website and e-mails have been a great source of information and enjoyment. In the near future, my thought is to buy another Porsche and the information and knowledge from fellow members will be of great value in my next search.



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Join in our member profile page!

Provinz welcomes Stewart McKinney as the new Porsche-Philes editor. If you'd like to be profiled or know a worthy subject, please get in touch:
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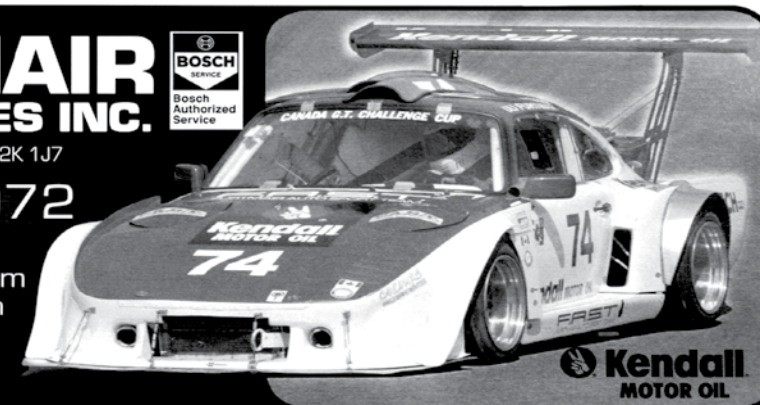
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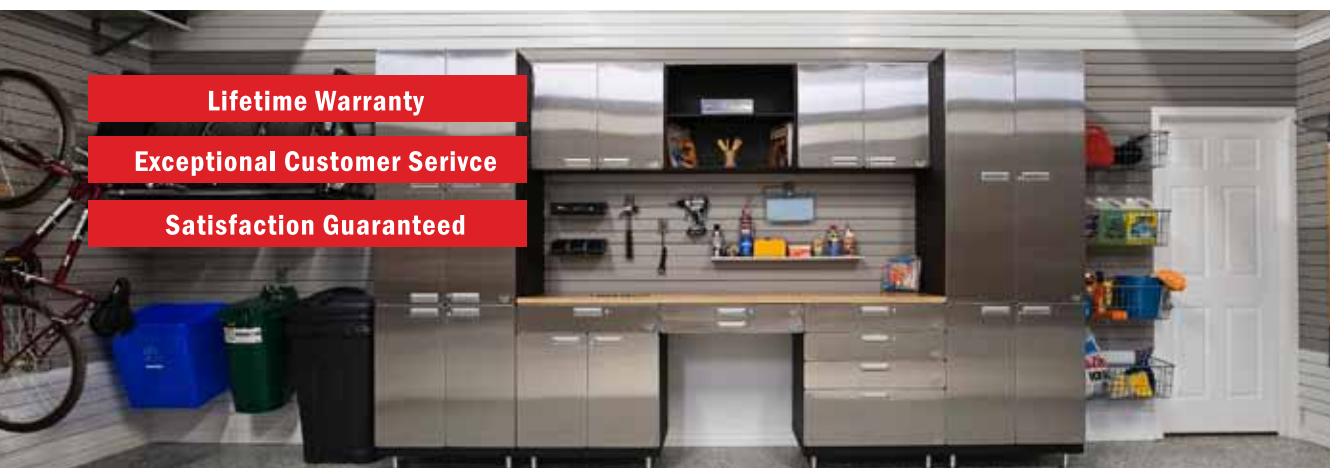
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OBJECTS OF DESIRE



Emily Atkins
Provinz Editor

Wondering where the lion is

My car is a giraffe. No, I have not painted it with brown and beige blotches. Let me explain.

There's a contemporary movie in which an aging father is giving relationship advice to his single, serially monogamous, 40-something son. The father says, "Let's say, since you were little, you always dreamed of someday getting a lion. You wait, and you wait, and you wait, and the lion doesn't come...but along comes a giraffe...You can be alone, or you can be with the giraffe." Son: "I'd wait for the lion."

My 944 Turbo is the giraffe. I settled, out of expediency, on the car that came along. It's not pretty, it's not that fast, it's prone to malfunction, but it does the job. Giraffe and I get along just fine. We have pretty good times together—even a few adventures—and seem to understand each other pretty well now.

But I secretly jones for the lion. I feel a little bad about this; it's just about Valentine's Day and I didn't get Giraffe anything. It's locked in a frigid garage, probably frozen in place. The battery's low; there may be a raccoon using it for a bunk. It's neglected.

But I don't feel that bad—I'm waiting for my lion. I know the lion is out there. I've seen it; I've got its number... and it ends in 11. It's a little wild, a bit skittish, definitely a handful, but it's coming to me...just taking its sweet time.

It might be black, or maybe red, possibly green or blue. It's not young; it's been around and seen some things. Its purr is barely contained. The tiniest of tickles behind the ear and that deep vibration is unleashed into a throaty roar. It's a feisty, fiery beast.

The pent up savagery behind those big yellow eyes and sinuous, carved haunches demands respect, but it cannot



Photo by Will Chiu

be caged. It requires exercise. Regularly. This beast can run, and it will. Challenge this lion and watch it hunker down on its haunches, launching from its powerful hind end a second later into a full-bore frenzy of acceleration that won't let up.

It can play like a kitten too, chasing its tail in merry circles, or sometimes losing all control as it careens after smaller prey. Like every good cat, though, it never admits a mistake, always maintains the pretense that whatever happened was done with intent. I can almost see it casually licking a paw, big, round eyes carefully observing who saw.

The lion's not perfect, of course. It may have an old injury or two, perhaps a scar here and a scab there. But the patina acquired through a productive, adventurous life is worth exploring. It adds a layer of complexity and beauty. It offers more to discover, keeps the mystery alive longer.

This is a cat with character, with a past, a mysterious present and an inexorable future. And that future is mine. I can feel it. I will find my lion, or it will come to me. I'll be walking down the street and there it will be. Or it will appear in my driveway, conjured up by the fates.

I can feel it—the wait won't be too long. The lion's out there. Not far away. Could be it's hibernating for the winter. Maybe it migrates south. Or perhaps it's just out of sight around the corner, watching for me.

When I see it I'll know. The thrill of immediate recognition will tell me, this is THE ONE.

No more giraffes for me. I'm waiting for the lion.



TRACKTALK



Dave Osborne
UCR Track Chair



Enthusiasm. If I had to use one word to describe the Advanced Driver Education Program and those who manage it, it would have to be enthusiasm. After the post season rush of schedules, budgets and meetings, the Registration Website for the 2014 season opened precisely at the stroke of 12am on New Year's. I always tell people on the waitlist in April that no one gets turned away on New Year's Day. If you sign up early, the spot is yours. But that didn't prepare me for the onslaught of registration this year. Twenty four hours after the site opened on its newer, faster server, 291 Enthusiasts had already signed up for individual spots this season and the Introductory Driving Schools were one third subscribed. That's an incredible response almost four months before the first event of the season!

There are honours to be handed out. The first would have to be to Mark Gardiner who signed up for all six of this season's events 20 seconds into the New Year. Welcome back, Mark, and I hope you have a fantastic DE season this year. In second place, at 33 seconds, we have Francois Faust, one of our instructors and a steadfast supporter of our program. We all look forward to sharing the track with him again this season. Last but not least in third position is Weston Adams who clicked on enter 59 seconds after the ball dropped in Times Square. A pretty dismal performance really, but we can forgive him this once. Weston was the very first person to sign up for an Introductory Driving School this season. Welcome to the Advanced Driver Education program Weston. You're going to have fun, I guarantee it.

While I'm going on about registration, I wanted to remind everyone to check their Driver Informa-

tion page when you go in to register this season. Your medical information should always be up to date, as well as your payment and contact info. Even your car information is important. It's pretty confusing and time consuming when you arrive at the Tech Line and the Tower List says you're car number should be on a Blue Boxster and you're sitting in a Yellow GT3. So help us to help you by making sure it's all current and correct.

There are some new additions to our Track Team this past season who have hit the ground running. Wallace Bradley has taken over as Tech Chief and is doing a fantastic job. He had some pretty big shoes to fill as Scott Wilkens had mastered the position for the 10 previous years and knew it inside out. Wallace takes the position seriously too, so make sure your ducks are all in a row when you get into his line. Sheri Whitlock stepped in to the Registrar position when Brent Muir was hospitalized. It's a big and very important job in our organization so it was a relief to us when Sheri stepped forward. She's both charming and organized, so hers being the first face you see at DE is certainly a benefit to us all. She has her husband Neil to assist her too, so we are grateful to both of them for their support.

The balance of the Team remains the same this year. Stephen Goodbody, with the assistance of Ian John, remains our steadfast Chief Instructor. Stephen's guidance of all things Driver Education is the rock in the foundation of our program. He's very well respected amongst the Instructor Corps and makes all of his decisions based on safe advancement. I hope he never grows tired of this, because I don't know what we would do without him.

Del Bruce, with the assistance of Laurel Ward, manages the Worker Assignments. While that doesn't sound like a lot of work, it's one of the reasons that our programs are so reasonably priced. Having our members perform valuable functions at our events keeps us safe and keeps our costs reasonably low. The other advantage to Worker Assignments is the social aspect. Everyone who isn't instructing spends time with a half dozen drivers from different run groups, who they might not otherwise meet. Hanging out for a half day with people of different skill levels can be part of the educational experience. Del has also served us in a big way behind the scenes. As a past Vice President and current Director, Del has always represented the Track Team at the Board level. His solid support has served the Driver Education program well.

Andy Wright has been many things in our club, including Track Chair, so is an infinite resource to the program. He volunteers to be our Attitude Adjuster, which has him critiquing and calming drivers who have done interesting things on track. Some days you keep him pretty busy. His calm approach and valuable guidance have helped many drivers improve their skills while remaining safe. Safety is the first objective of DE. Due to his experience Andy is also our PCA National Observer at our events. It's Andy's job to make sure that our actions remain within the DE guidelines set by National and our insurers. Andy is the reason that I can't use cardboard cut outs as corner workers. You would have never known....lol.

Keith Andersen is the man in the Safety position. While he can be seen running around the track placing cones and fire extinguishers early on track mornings, he is also checking the condition of the track so we can address any concerns at the morning Safety Meeting. He outfits the support van with cleanup equipment and transports cleanup crews to any incidents that require track surface improvement. Keith is one of those people who you can always count on to be there when you need him and always willing to help out. With him putting everything away at the end of the day, Keith is the first and last person on the track at all of our events.

For the past 15 years that I know of, Peter Carroll has developed our registration software and hosted its site. This isn't some static listing site that other clubs use, but our own system that allows us to do exactly what we need with the data entered by our members. We compile medical and financial information on a secure server that's separate from the Club's Website. This allows us limited access to process DE payments and make sure that your medication allergy information is on site, should you meet up with a bee that doesn't like you. We assign instructors, worker assignments, run groups, car numbers and countless other tasks that would require hundreds of hours of work, were it not for Peter's sup-

port of our program. As with much of life now, information technology has become an important part of what we do. This year, Peter moved us to a faster server so we can do an even better job of managing our automated registration.

While the Club has a Treasurer who manages the Club's finances, DE has some special needs and definitely requires the most transactions. To take some of the burden from the Treasurer, the Track Team has its own financial manager in the form of Graham Jardine. Graham processes all of the DE payments, makes sure all of our vendors are current and balances our accounts with other regions that we share events with. Graham has an important invisible role each Fall when budget time rolls around. His assistance in producing the DE budget for the next season is a great help and he keeps me from looking too stupid when it's presented.

Last, but certainly not least, is our own John Adam. John has been many things to this club. Not just in DE but from the Presidency to manning a table at Swing Into Spring, John has done almost everything in UCR at one time or another. Since this is a track article I'll limit my comments to the DE program. Known as the "Voice of Mosport", John's public address work usually consists of keeping everyone at our events in the right place and on schedule. While reminding you that you should be in staging has some value, it masks the serious nature of John's tower management. In any moving event there is one person who is designated as the "Clerk of the Course". It's that individual who controls the corner worker's actions, the flag conditions, the emergency personnel and all decisions that have to be made instantly. It's John, and the people that he trains, who make those decisions and keep you safe. In six years as Track Chair I have never had the occasion to question any decision or action that John has made on our behalf. It makes my job easy to know that John Adam is managing the course in real time as you venture out onto the track.

My job is simple. It's my job to get each of these enthusiastic people whatever they need to do their jobs. With all of that talent on one Track Team it should be no surprise that we have one of the best and most successful Advanced Driver Education programs anywhere. So when you see one of these dedicated people running around with a radio in their hands, don't hesitate to say "Thank You". They are all volunteers and do these jobs for you.

Next month; The real heroes of our track program.

See you in the spring,

Dave



THE STEERING COLUMN



Emily Atkins
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Feel the love

Has Cupid hit his mark? Are you feeling the love today? As you open your copy of Provincz and think of your beloved Porsche, does your heart soar with joy or contentment?

I hope so. Without the love, what's the point? Porsche is not just a brand of cars; it's a passion. There are very few others on this planet that inspire the love, enthusiasm and outpouring of discussion that Porsche does.

It's quite remarkable, really, that automobiles should be so revered, that the brand should be so desirable that we join a club, wear the crest proudly on our clothes, and spend as much time as we can driving our Porsche cars. For more than 50 years Porsche has found the alchemy, mixed the magic formula that makes men and women alike weak in the knees with desire for their vehicles.

I find it inspiring that what is now a giant corporation can continue to create exciting, splendid, and superbly built cars

in the tradition of the very first Porsches; cars that ignite the imagination of drivers and illuminate the dreams of those who simply aspire.

I've been at the launches of two new models in the past couple months—the Macan and the 911 Targa—and at both events the enthusiasm for Porsche cars was overwhelming. It comes from the car writers, the public and from the buttoned-down German engineers who create them. Hearing Mattais Mueller, Porsche AG's president and CEO, talk about passion in his serious, slightly awkward way is almost comical, but you can feel that he means it. And it does shine brightly through when you see the cars. The new Targa is a stunning example of Porsche's clever ability to stay true to its roots while creating a gorgeous modern car.

So, whether your Porsche is old and wise with experience, or shiny and eager to take on the world, let this February's celebration of Valentine's Day be a time to reflect on why and how we love our cars. I'm celebrating with this love letter to Porsche. (And I'm going to celebrate by getting my 944 a new turbo charger.)

How will you keep the romance alive?



PERIPHERAL VISION

In the middle of winter, with the wind howling, it's nice to dream about summer and Parade. A winter dream? Not really, it's soon time to book our events.

Pano carries the registration details for Parade 2014. Remember, Parade registration can be completed online. Be ready. There is always a capacity limit. Anyway, it's planning time and we need to arrive at Monterey, CA, in time for the events starting Sunday, June 15.

Ideally, we will fly Toronto to San Jose and then drive 120km to the Parade hotel. Flights out of Toronto are about \$700 while Buffalo is just over \$500 plus hotel, dinner and parking. Delta had the best schedule and price ex YYZ. Maybe AC will have a sale. We will see.

If you want to join us for any part of the fun, we would be happy to have you along for the ride. Put it on your new 2014 calendar. We had a great time when it was recently in Michigan because a lot of UCR members attended. Not as convenient for us Easterners this time around.



John Adam
UCR Historian

The eastern edition of PCA Tech Tactics is to be held March 1-2 in Easton, PA. A great winter event for those who are technically inclined.

Undecided at the moment, but a real contender is coming up May 22-26. A long weekend with Vancouver Island Region at Black Rock Resort in Ucluelet, BC.

Have you seen the recent construction pictures from CTMP (Mosport)? Check their Facebook page for the latest pix. There is a second 2.88-km new track and Event Centre. We will use it in August for the first time. Exciting stuff.

When you stop and think about the benefits of belonging to the Porsche Club, you realize time after time that "it's not just the cars, it's the people". So often they come to your rescue when you need help. Many throw themselves into the effort of making the club truly worthwhile. On the other hand, some join, stay a while and then drop out—nothing here for them. They just didn't bother getting involved.

New people bring fresh ideas. Recycled old hands bring experience and stability. Which way is better? Your new board is on the job and we have some of each. We look forward to a great year.



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Note the Date Change: the Braidan Michelin Charity Track Day at Canadian Tire Motorsport Park will be held on September 20, 2013.



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