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









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The Journal of Upper Canada Region

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

APRIL			AUGUS	<u></u> Т	
1	Tues	UCR Board Meeting	5	Tues	UCR Board Meeting
8	Tues	UCR Social	8-9-10	Fri-Sat-Sun	Solo Lapping at UCR Club Race
12	Sat	UCR Introductory Driving School, CTMP (New Facility)			(Signed-off groups) CTMP (Main Track)
19	Sat	UCR Introductory Driving School,	12	Tues	UCR Social
		CTMP (New Facility)	15	Fri	UCR Introductory Driving School,
27	Sun	Launch into Spring, Open House 427 Auto Collision			CTMP (New Facility) and Solo Lapping (TBA)
MAY			16-17	Sat-Sun	UCR Driver Education, CTMP (New Facility)
3	Sat	Muskoka Spring Fun Run	24	Sun	UCR Autocross, Toronto Star,
6	Tues	UCR Board Meeting			Woodbridge
10, 11	Sat-Sun	UCR Driver Education, CTMP (Main Track)	24	Sun	Hearth Place Fun Run & Car Show
13	Tues	UCR Social	SEPTE	MBER	
31	Sat	Porsche of London Fun Run	2	Tues	UCR Board Meeting
			9	Tues	UCR Social
JUNE			13	Sat	Porsche of London Fun Run
1	Sun	UCR Autocross, Toronto Star, Woodbridge	14	Sun	UCR 2014 Concours
3	Tues	UCR Board Meeting	19	Fri	Braidan Tire "Wheels for Humanity" Charity Event & Solo Lapping
6	Fri	Driven 2 Smile Charity Event & Solo Lapping (Red & Black Groups)			(Signed-off groups) CTMP (Main Track)
7-8	Sat-Sun	CTMP (Main Track) UCR Driver Education,	20-21	Sat-Sun	UCR Driver Education, CTMP (Main Track)
7-0	Sat-Sun	CTMP (Main Track)	27	Sat	Muskoka Fall Fun Run
10	Tues	UCR Social	28	Sun	Tire Rack Street Survival School,
14	Sat	Bear Manor Niagara Escarpment Poker Fun Run	ОСТОВ	ER	Powerade Centre, Brampton
15	Sun	Father's Day	3-4-5	Fri-Sat-Sun	Targa Prince Edward County
		Yorkville Exotic Car Show, Toronto	4	Sat	Fun Run
22	Sun	Tire Rack Street Survival School, Seneca College Campus, Finch Ave. & Hwy 404	5	Sun	UCR Autocross, Toronto Star, Woodbridge
JULY		Tillell Ave. & Tiwy 404	7	Tues	UCR Board Meeting
1	Tues	UCR Board Meeting	11	Sat	UCR Rally
5	Sat	Niagara Fun Run	14	Tues	UCR Social
6	Sun	UCR Autocross, Toronto Star, Woodbridge	18-19	Sat-Sun	UCR Driver Education, CTMP (Main Track)
8	Tues	UCR Social	NOVEN	IBER	
12	Sat	UCR Rally	4	Tues	UCR Board Meeting
18-19-20	Fri-Sat-Sun	UCR Driver Education, CTMP	11	Tues	UCR Social
_0 _0 _0	541 5411	(Main Track) with NNJR	DECEM	IBER	
26	Sat	Blue Mountains Rivers & Lakes	2	Tues	UCR Board Meeting
		Fun Run	9	Tues	UCR Social

PRESIDENT'S FORUM



Walter Murray **UCR President**

on the weekend of April 26/27 to have Manny Alban, President of the Porsche Club of America (PCA) and his executive team hold their quarterly meeting in Toronto. The executive come from all parts of the USA— Texas to Florida to Maryland. Joining Manny were Caren Cooper, Vice President, from

Texas; Sean Reardon, National Secretary, from Kansas; Tom Gorsuch, National Treasurer, from Florida; Vu Nguyyen, National Executive Director, from Columbus; and Robert Gutjahr, Special Projects, from Maryland. Talk about spread out but in the day of cheap air fare, flying to Buffalo and driving to Toronto is very economical.

To make their visit interesting, the Gardiner Expressway was closed both ways for spring repairs, but our own Jennifer Webb, Zone 1 Rep, made sure they did not get lost. The Executive team hosted a Saturday dinner for Board members, and it was a great opportunity to get to know each other and learn what is new in PCA, and share how we run UCR. That said, it was not all Porsche talk and as some of the spouses said after "I thought it would be all about cars but it was most enjoyable to learn about the people."

As an update, PCA is the largest private car club of any marque in the world and continues to grow. It now has a membership base of 116,000 spread over 140 Regions. UCR has 3,400 members and runs neck-and-neck for second largest with our good friends at NNJR (Northern New Jersey Region).

The next day we had our Launch into Spring event. Manny and his team dropped by for a number of hours to chat with our members and enjoy the BBQ put on by our gracious hosts at 427 Auto Collision, a Porsche Certified Collision Centre. We thank the Executive Team for taking the time to join us.

This year's events are in full swing. At time of writing, we have had two very successful Introductory Driving Sessions at the new and expanded driver development track at CTMP.

We had a great Muskoka Spring Fun Run on May 3, with 30 cars participating. We break them into four groups and the lead and last car have two-way radios so the end cars do not get split from the leader. It works well, as Martin Tekela lost his splitter and a quick call to the team leader—yours truly—stopped the group until we were ready to go. The three sets of radios are available for Fun Runs and other activities as they have great range. They are in the custody of our Fun Run Chair, David Forbes.

These runs are always a lot of fun. I am biased as I live in Muskoka and we always look forward to getting our UCR friends to experience Ontario north of Highway 7. So my thanks to David and Anne Forbes for jointly organizing this event, and my wife Sheila for being the after-run hostess. By the way, we had lunch at the five star JW Marriot Resort and Spa in Minett.

May 10-11 was our first Driver Education weekend. Car 329 was all ready to go as I write this, hoping for good weather. It is also a special occasion where on the Saturday at lunch we take young children with cancer for a ride around the track. It makes you realize how fortunate we are and it is one of the most rewarding things I feel we do as a club. Way to go, Dave Osborne and David Forbes who make this happen and all the drivers who give so selflessly of their time.

As we see the year unfold, I would be remiss if I didn't again say a BIG thank you to all of the volunteers who bring you the UCR Porsche experience. When you see them, take a moment to say thank you, or better still give me a call so we can discuss where you could help. We have a talented membership base and I look forward to hearing from you. Till next month, drive safely.

> Walter Murray murray.dexta@gmail.com





Welcome! **NEW MEMBERS**

Name	Location	Model	Thanks To
Charlie & Anita Atkinson	Mississauga	04-911 C4S	
Christopher & Ruth Barfoot	Whitby	07-911 T	
Darcy & Ron Baskin	Scotland	15-Macan	
John Belyea	Toronto	06-911	
Matthew Bigger	Burlington	09-Cayman S	
Michael Brant	Hamilton	09-911	Robert Moniz
Kenneth & Fred Broekaert	Aurora	14-911 C4S	
Francis Chin	Markham	03-911 TT	
Elizabeth & Steve Cullen	Mississauga	01-Boxster	
Loran & Patricia Epp	Richmond Hill	11-911 C4S	
John Featherstone	Toronto	11-Cayenne	Downtown Porsche
Steve Fitzimmons	Waterloo	14-911 C4S	Porsche of London
James Fung	Toronto	10-911 S	
Keir Garber	Dundas	07-911 S	
Brian Graham	Innisfil	05-911	Mike Taberner
Wenjie Guan	Toronto	14-Cayenne	Downtown Porsche
Hannu Halminen	Orono	14-Boxster S	
Brett & Patricia Hardy	Omemee	14-Cayman S	
Haichun & Hailing He	Markham	11-Cayenne	Downtown Porsche
Vitelus Jean-Vernet	Toronto	11-Cayenne	Downtown Porsche
Elli Kadoch	Toronto	14-Cayenne	Porsche of London
Michael Lafave	Toronto	11-911 GT3	1 Ground of London
Adam Lentini	Mississauga	10-911	
Qi Li	Markham	13-Cayenne	Downtown Porsche
Yuan Liu	Richmond Hill	14-Cayenne	Downtown Porsche
Siu Wai Luk	Richmond Hill	90-911	Jasper Man
Mario Marotta	Whitby	06-911 S	odoper man
Louie Masse	La Salle	14-911 C4S	Porsche of London
Vadim Motlik	Toronto	14-Boxster	Downtown Porsche
Michael & Penny Obnowlenny	Barrie	86-944	DOWNLOWITT OF SCHE
Brendan O'Brien & Rebecca Turpin	Oakville	09-911	Web
Rodrigo Palacios	Toronto	07-911	VVGD
Michael & Mitchell Peerless	London	09-911 T	
Brian Pukier	York	14-Panamera	Downtown Porsche
Sandev & Santokh Purewal	Oakville	07-911	DOWNLOWITT OFSCHE
Dan Pye	Concord	77-911	
-	Toronto	09-911 C4S	
Richard Raymer	Richmond Hill	07-911 C4	
Benjamin & Claudia Reale			Downtown Dorocho
Xavier Recasens	St Catharines	07-Boxster	Downtown Porsche
Ken Rogers	London	14-Boxster S	Porsche of London
Hector Rubio	Ajax	01-911 C4	Downtown Dave -l
Oksana Rudenko	Kleinburg	14-Cayenne	Downtown Porsche
Anastassiya Sitenko	Etobicoke	14-Cayenne	Downtown Porsche
Daniel Stern	Richmond Hill	14-Boxster	Downtown Porsche
Walter & Joan Stubgen	Kitchener	87-911	John Orrell
Michel Teupin	Harrow	14-Cayenne	Porsche of London
Lu Vieira	Kleinburg	10-911 C4S	

Name	Location	Model	Thanks To
Victor Vu	Brampton	72-911 T	Peter Moyer
Ge Wang	London	14-Cayenne	Porsche of London
Robert Wappel	Toronto	12-911	Downtown Porsche
Andrzej Zasadzinski	Oakville	14-Cayenne	Downtown Porsche
Ju Zhang	Scarborough	14-Cayenne	Downtown Porsche
Siqi Zheng	Toronto	14-Cayenne	Downtown Porsche
Delvin Zhu	Toronto	14-Cayenne	Downtown Porsche
Zvi Zur	Thornhill	14-Cayenne	Downtown Porsche

Congrats! ANNIVERSARIES

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

25_{YEARS}

Michael Acerra Paul Cipparone

Anne Gaizutis Peter & Carol Helston Jimmy Lau Gregory Lick Thomas & Donna Tanner

15_{YEARS}

Jeremy Alves Karen Amardeil Sandi & Shilpi Banerjee Maria McLean Juri & Barbara Pill Frank Venditti

Jonah Bonn William & Fabiene Evans Paul & Wanda Martin Pier Mezzera

5YEARS

David Beach & Margaret Tromp Margaret Conway Shane Knott Karl Maiterth & Fay Nascimento Dave & Santina Mastroieni Scott & Lorraine McDonald Laurie Metrick Dave Moffatt & Oksana Tymyk

Paul O'Neil Robert Offley Peter & Susan Olive Mark Pacitto Russ Peacock Patrick Rousseau Warren Snyder & Sara Jane McIntosh



George Spiggot

Nancy Todd



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THE WAY WE WERE...

35 Years Ago

Provinz postage was 15 cents for a single folded page. We had 95 members and PCA membership had to be paid by Postal Money Order in US funds. Our fourth Concours d'Elegance was scheduled for August 12 but we had no venue. Most of the talk was of upcoming autocross events. Parade was in Washington, D.C.

25 Years Ago

Provinz was up to 32 pages with Botho von Bose on the cover, winning a trip to Zone 1 DE at Watkins Glen. Forty-two were registered for Parade at Grand Traverse, Michigan. Terry Charles had been announced as our 500th member and UCR was growing 50 percent a year. Seventy-eight attended the April DE weekend at Mosport. Upcoming Shannonville single DE days were \$65 while the Rennsport weekend was \$135, including Saturday dinner. Three days at Watkins Glen with NNJR was US\$95. The precursor to Shift Into Spring was called Tire Tech, hosted by Green & Ross at their Yorkdale site. We all received goodie bags and lunch with door prizes too. Ah, those were the days!

20 Years Ago

Gord McNeil was touting Parade at Lake Placid. Lots of UCR entrants. Super Dave Osborne wrote about getting started with DE. Now, he's the boss! Christopher Pfaff provided Ben Ciantar with a new 993 for a weekend test drive. His review was enthusiastic. Abe Reinhartz and a cast of local characters went to Roebling Road, Savanna, GA, for a DE event. Bruce Farrow apprised us of the 19A insurance endorsement that we should have. Ben Ciantar wrote about getting new wheels and his diameters went up to 17 inches.

15 Years Ago

Bill Thompson had a trip to Germany, ending surprisingly at Osterreichring Grand Prix track in a 911 RSR. **Peter Carroll** wrote a feature as new webmaster. **Paula Sellner** wrote about the dearly-departed Cannonball Pub in Wyoming, NY.

Contributed by John Adam, UCR Historian



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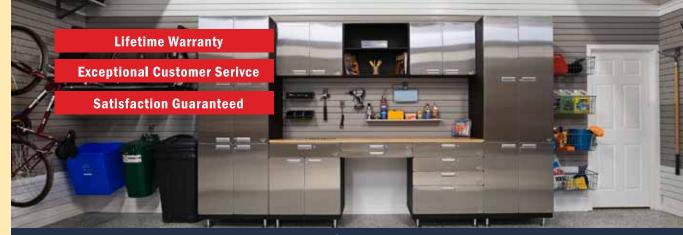
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Kathleen Wong UCR Socials Co-Chair

SOCIAL EVENTS

e 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, June 10, 2014

Venue: Downtown Porsche, 68 Parliament Street, Toronto, M5A 0B2, 416 603-9988 Our June Social will be a Dealer Event with Downtown Porsche hosting UCR members to its gorgeous premises. The showroom is filled with Porsche cars galore to tempt the soul. Come and see the new Macan, Turbo and Cabriolet. Downtown Porsche hosts a terrific German BBQ so come and show them your appreciation by joining us for the evening and meeting their Porsche Brand Ambassadors and Service Advisors. UCR members receive a 10 percent discount on all merchandise parts--just show them your UCR card to receive this discount. Mrs. Helen Ching-Kircher and her team at Downtown Porsche are very supportive of UCR, and we are grateful for their hospitality. Please RVSP to us at: socials@pcaucr. org and see you there!



Date: Tuesday, July 8, 2014 @ 6:30 pm - 9:00 pm

Venue: TBA

The speaker for our July social is Rick Bye, a 30-year veteran of professional motorsports and one of the most sought-after high-performance driving instructors in North America. Rick's past victories include races and championships at the highly competitive NASCAR Busch Grand National Series, the Daytona Rolex 24, D.I.R.T. Modified Stock Car Championship, Firestone Firehawk Endurance Championship, and Rothman's Turbo Cup. Rick was twice Canadian Endurance Racing Champion in Porsches and he was also instrumental in establishing the Porsche Advanced Driving School. Rick is currently the President and Driving Coach of a racing team called Kidney Stone Racing – because they're hard to pass!

Please RVSP to us at: socials@pcaucr.org and see you there!



MAY SOCIAL

Racing with Kyle and Martin

By Laurel Ward, UCR Socials Co-Chair

Photos By Michael A. Coates, UCR Club Photographer

CR members were treated to a wonderful evening of racing conversation at Mimico Cruising Club at our May Social on May 13, 2014. Kyle Marcelli and Martin Barkey, who are co-driving in the Continental Tire SportsCar Series in a Porsche 911 Carrera GTS, entertained the crowd of some 70 UCR members. Laurance Yap, Director of Marketing with Porsche Cars Canada, moderated the session. Jacob Barkey, Martin's son, showed a video of racing clips to set the tone for the evening.



Kyle Marcelli and Martin Barkey

Both Kyle and Martin were clear about their gratitude for the support of their wives, families and sponsors to help them achieve their dreams of racing in the Pro Circuit. We heard about their mental, physical and health regimens as well as the types of cars, favourite tracks and corners and the overall budget of this passion. Kyle also races a Ferrari 458 in the Tudor United SportsCar Championship, which is the amalgamation of the ALMS and the Grand Am Series. These inspiring men shared their personal stories of their

> respective backgrounds and what inspires them to reach for the podium.

We wish Kyle and Martin all the best in this 2014 race season and we very much appreciate Laurance's thoughtprovoking questions to inspire the evening. The Social ended with many members walking away with spectacular raffle prizes, thanks to all the donors! A special thank you to Dagmar Ruehl-Pegg for coordinating the raffle prizes and Kim Viney for taking care of on-site registration!





L-R; Laurance Yap, Walter Murray, Dagmar Pegg, Kim Viney, Laurel Ward, Martin

Barkey, Ginger Barkey, Kyle Marcelli, Amy Marcelli

TECH SESSION Not so obvious

by Pedro P. Bonilla, GCR-PCA

ost Porsche owners regularly check tire tread wear, tire pressures, oil level, oil change interval, brake pad and brake rotor wear, brake fluid flush and service schedule intervals. In other words, the obvious stuff. And that's great, but there are several other wear items that are not so obvious that many times get overlooked by DIY'ers and even by some shops:

The least obvious is the Front Engine Mount (in the Boxsters and Caymans) or the Transmission Mount in the Carreras. This mount, which is made of rubber and supports half the weight of the engine/transmission while it dampens engine vibrations.

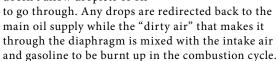
Although the new mounts from 2008 are much better than the old ones from 1997, they still crack and wear out and should be replaced regularly. If allowed to wear down, they will affect shifting, could cause damage to the transmission mounts

in the Boxster/Cayman or the Rear Motor Mounts in the Carrera, as well as quick deterioration of the Continuous Velocity Joints (CVJ) and half-axles.

These mounts can only be properly inspected when removed, so many people tend to forget about them until too late. As a rule of thumb, after 72,000 km they should be inspected because most

likely they have already cracked. The cost is around \$150 plus a couple of hours labour to replace. There are remanufactured mounts available at considerable savings, since what wears is just the rubber centre, not the structure. Another wear item is the Air/Oil Separator found in all of the water cooled boxer engines.

The function of this particular piece of equipment is to distill any oil out of the crankcase. Using vacuum from the intake, crankcase gasses are pulled up and through a diaphragm which doesn't allow droplets of oil



Generally, when this piece deteriorates, a BIG, no, a HUMONGOUS cloud of white smoke is produced at startup. In some cases a loud screeching (almost



metallic) noise or whistle is produced by a tear in the diaphragm. When any of these symptoms appear, quickly replace the air/oil separator. Failure to do so may cause the engine to hydrolock from liquid oil in the cylinders, which could get very expensive to repair once damaged. The life of the air/oil separator varies from a low of 64,000 km to

well over 160,000 km. It is not terribly expensive. Somewhere around \$100 for the part and a few hours labour to install.

Tech Editor's Note: Spring is finally here, so go drive your car. But before you do, read the above article from our friend Pedro Bonilla who outlines typical wear items on Porsche sports cars that can get overlooked. Whether you tackle any needed repairs yourself, or take your car to your favourite shop, spending time to get more informed about these items will better equip you. Remember 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.



Although this next piece of equipment can last a bit longer than the two above, if and when it fails it will leave you stranded. I'm referring to the water pump.

Water pumps generally last well over 160,000 km but I have seen them fail at just about any mileage. People who constantly open the coolant reservoir,

generally have the highest failure rates. Opening the coolant cap, especially when hot, allows air into the closed-loop cooling system. When air circulates through the system and passes through the water pump it will cavitate and may break one or more of its impeller vanes.



When this happens the pump is no longer balanced and starts to destroy its seal and bearing. When the pump fails, all coolant will be lost, rendering the car un-drivable. The water pump is more expensive than the previous wear items, costing around \$300 for the part, three to four hours labour plus materials, such as gaskets, coolant concentrate, distilled water, etc.

Finally, suspension components are also wear items that should be routinely inspected, especially if the car is auto-crossed or tracked.

Pieces such as lower control arms, trailing arms, wishbone, connecting rods and sway-bar drop-links have ball joints that will wear with mileage.



The first to go are usually the drop-links which can cause quite a rattle when driving over pavers or irregular pavement. Most of these parts are difficult to diagnose

because they cannot be inspected with the car loading the suspension, and even with the suspension unloaded it may still be difficult to obtain movement when the part is just slightly worn.

Shocks and struts tend to last a long time and when they fail the usual telltale sign is an oily seepage on the strut or shock.

The springs, on the other hand tend to settle a bit initially and then very slowly but continuously



with time. If your car is approaching or has passed the 160,000 km mark, I urge you to inspect these not-so-obvious pieces and have them replaced when necessary. You will enjoy your Porsche much more if you do.



Happy Porsche'ing, Pedro Bonilla





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Driver's Selection

Porsche's Driver's Selection lifestyle products cannot be driven - but. they most certainly will move you. Sportswear of specialty shop quality. World-class eyewear. Superb Swiss chronography. Sporting goods engineered in the uniquely Porsche manner. Commemorative models and artwork paying homage to Porsche's victories and legacies. Selection is our way of celebrating authenticity, functionality and classicism. In other words, our way of celebrating all that makes a Porsche... a Porsche.

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By Mario Marrello, UCR Past President

CR is continuing to work with the Trillium Chapter of the BMW Club of Canada to bring you the Tire Rack Street Survival School, a program delivered throughout North America and brought to you in conjunction with the BMWCCA Foundation and Tire Rack.

In 2013, UCR increased our involvement in these events. UCR members volunteered as driving coaches or as general help to run the event. I had the privilege of being the classroom instructor so I had the opportunity to meet many of the students and their families. This year, UCR is planning on headlining one event, with help from the BMW club, of course!

Tire Rack Street Survival goes beyond traditional driver education programs. The primary emphasis of the program is a "hands-on" driving experience in real-world situations. Students use their own cars to learn their handling limits and how to control them. Students become more observant of traffic situations and as they master the application of physics to drive their cars, they will make fewer unwise driving decisions. Where else would students learn these necessary skills and have the opportunity to practice them?

This program provides:

- One-on-one, in-car instruction
- In-classroom learning and collaboration

- Hands-on, emergency situation recovery and avoidance maneuvers
- Skid pad and other car control exercises
- Safety demonstrations by professional emergency services personnel
- Opportunity to learn how to handle your own car in emergency situations
- · Lots of learning and lots of fun in a friendly and supportive environment!

The school is held on a private and closed course, in a closely supervised environment. It is supported by volunteers and sponsors who care about our communities. Although this school is of special benefit to young drivers, the school is open to ALL AGES!

Schedule:

- June 22nd at the Seneca College Campus (Finch and the 404)
- September 28, 2014 at the Powerade Centre in Brampton

Cost:

• \$75 per student

Participants:

Any driver with a valid Ontario G2 or G Driver's Licence. A G1 licence is not accepted. For non-Ontario licence holders, you must have an equivalent valid G2 or G licence to participate. All ages welcome. You must bring your own car.

Registration:

Check the UCR website for registration details. For more information, please contact: Mario Marrello, m.marrello@computer.org



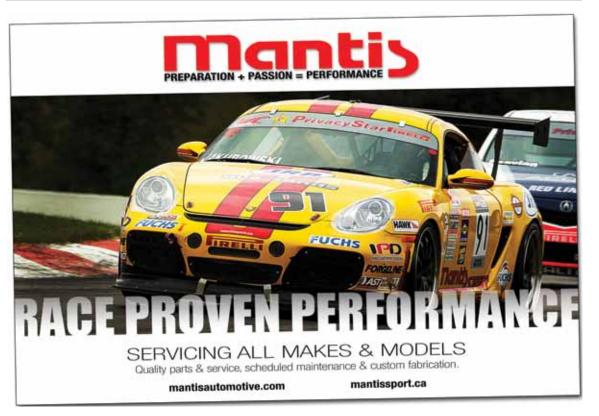


Join us Saturday, August 23rd, for a wonderful day on the road!

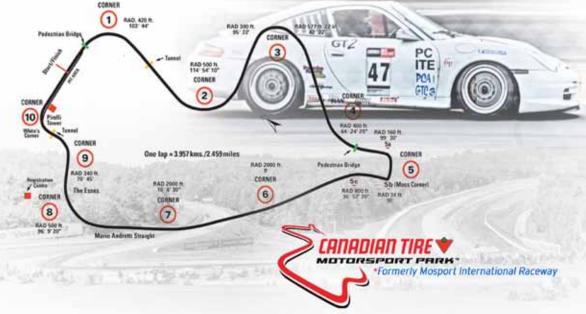
We will travel picturesque back roads to our lunch destination at Eganridge Resort & Spa in Fenelon Falls. The fun run will then loop back to Hearth Place Cancer Support Centre in Oshawa for a Wine & Cheese Reception and a Car Show for Hearth Place members and their families, showing and sharing our cars with them.

Hearth Place is committed to providing community support for patients and their families dealing with cancer through peer support information, a resource centre, wellness programs, and an ongoing lecture and discussion series.

For more information and to register please contact David Forbes at david.forbes@rbc.com







Why participate in the CanAm Challenge Weekend Club Race at CTMP?

- Experience one of the fastest and technically demanding road courses in North America Drive the track that was home to the Canadian Grand Prix in the 60's and 70's
- Turn 2: Blind high speed left hand off-camber turn with an elevation drop of 45 feet
- Turn 4: Blind high speed left hand turn taken full out with an elevation drop of 90 feet

· Two words: Moss Corner

If you are up to the challenge of driving one of the fastest and most challenging tracks in North America, join us at the Canadian Tire Motorsport Park for the 2014 CanAm Challenge.



For more information contact Mick Oliveira: E-mail: aapa@sympatico.ca http://pcaucr.org/driving/club-race/ istrotion Opens June 23, 2014: http://register.pco.org PORSCHE



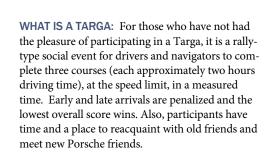






Targa 2014

The fourth annual UCR Targa



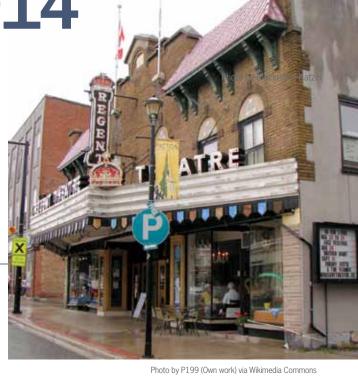
DATE & PLACE: Friday October 3 to Sunday October 5, in the picturesque town of Picton (two and a half hours east of Toronto), in Eastern Ontario's vacation playground and wine-making island peninsula, Prince Edward County (http://www.pecounty.on.ca/county_overview/). This vacation hotspot and surrounding areas are blessed with many scenic byways made to measure for a Targa.

ACCOMMODATION: The WARING HOUSE (http://waringhouse.com/) sets the standard for county inn hospitality. Its beautiful gardens and tastefully decorated rooms provide an inviting upscale experience at reasonable prices. Dining facilities, meeting rooms and a pub are on the property, all a very short walk from the rooms.

SCHEDULE: This Targa follows the structure of the two Muskoka Targas, specifically:

Friday evening drivers/navigators arrive for an evening reception with local wines; dinner on your own at the Waring House or in Town.

- Saturday morning breakfast starting at 7:30 am (full breakfast included in room rate) followed at 9 am with a Drivers/Navigators meeting to review Targa rules.
 Cars leave at one minute intervals, starting at 10 am.
- Saturday lunch at a location to be decided, and a start for the second course to finish at the Waring House.



- Saturday evening, meet in the Pub, before the banquet
- Saturday Banquet gourmet meal.
- Sunday morning, a repeat of Saturday morning but a different course, returning to the Waring House.
- Sunday lunch at the Waring House; after lunch, the event will finish with results announced.

ACCOMODATION & EVENT COST: available for 32 couples or singles—that will mean a maximum of 32 cars.

- \$204/room night, two night minimum, includes breakfasts and HST (book directly with Waring House—see below)
- \$172/person, for event costs AND includes cocktail reception, Friday, lunches Saturday & Sunday (no alcohol), banquet, including wine, Saturday evening, and all other event costs

REGISTRATION: To participate, first come first in to participate in this 32-car event.

- For Event Costs SEND a completed EVENT FORM which is on the UCR web site at: http://pcaucr.org/wp-content/uploads/2014/04/ Targa-2014-Application-Form-FINAL.pdf
- For Hotel Room Booking CALL the WARING HOUSE, 1 (800) 621-4956, ask for Porsche Club Members reservations, October 3 & 4.

For questions on the event please email Peter Oakes (subject TARGA) at: Oakes102@gmail.com





By Mark Solomon, UCR Open House Chair

he weather forecast called for sunshine and 12 degrees, but with memories of driving through wet snow for last year's event, I was quite happy knowing that the entire event could be held indoors. Our host–427 Auto Collision at Evans and Kipling in Toronto, had so much room we could hold two shows inside. We had separate areas for the show and shine, parts swap and the vendor and club information sections.

The forecast was dead on and we were blessed with a gorgeous day where everyone decided to get out early. The open house was to start at 10 am but by 9 am—and despite the Gardiner being closed—the front parking lot was already filled with Porsche cars. We managed to block off both entrances leading to the front of the building to avoid parking chaos. The off-duty police

officer wasn't scheduled until 10:30 am so our club president Walter Murray and UCR member Anibal Claudino made sure our visitors found the east entrance to the expansive parking lot located in the rear of the building. The eight confirmed show and shine participants grew to 10, then room ran out in the designated indoor area. An impromptu show and shine was created just outside this area where Porsche cars were lined up in the parking lot side by side, like a red carpet inviting our guests inside.





Kathleen Wong, our Socials Co-Chair who had worked tirelessly to help with the day's arrangements and her nephew Matthew Lam, along with Brian Borison, a UCR Instructor, manned the welcome table. The volume of visitors was so significant it was even hard to give away a free draw prize ticket. In no time at all, the building was crowded with visitors and by the end of the day, we calculated we had over 400 attendees, a club record. Our wonderful hosts, the D'Alessandro brothers, supplied a fantastic lunch feast with all proceeds going to The Children's Wish Foundation. John D'Alessandro served up some fantastic ribs to complement the other BBQ menu items available and I can testify that the grilled peppers sure added a spicy kick to the food.

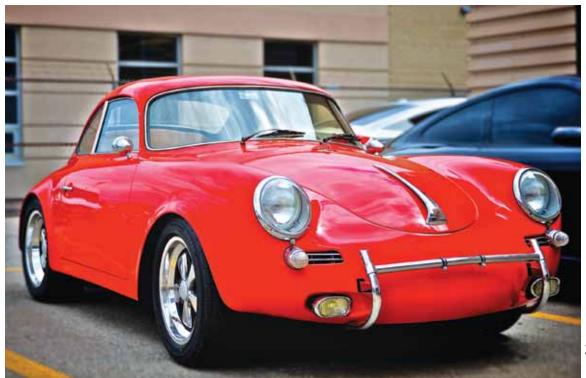
The PCA Executive council, led by Manny Alban, President, had held their quarterly meeting in Toronto the day before and they took the time to visit and interact with our members. Thank you Manny.

We thank our vendors for their great support, including Porsche Cars Canada, who displayed two cars, and Ernie and Margaret Jakubowski, who brought two race cars. Margaret's track car has never looked so clean. There were Ultimate Transportation Products,

Better Distribution, Armchair Motorist and Dent Doctor. And rounding it out was our great dealer supporter, Downtown Porsche. Our UCR goodie store, run by Andy Hunt, had a great selection of UCR merchandise and sales were brisk. Our sincere thanks to all.

The club event chairs were also kept busy answering countless questions in regards to club activities which I, for one, can say are all exciting to be a part of. Our thanks to Angie and Mark Herring for membership, John Adam from DE, Mario Marrello from Autocross and The Street Survival Program, Sajjad Butt our Rallymaster, David and Anne Forbes from Fun Runs and

continued on page 22...

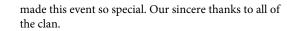


...continued from page 21

Mike Edmonds and Mick Oliveira for the Club Race. Also thanks to Mike Welker our Director of Communications for setting up the parts swap and for his help in making the event happen.

And let's not forget our remarkable hosts the D'Alessandro family. Lorenzo, whose organizing talents were second to none, his brother, Frank, who could make anything happen and their younger brother John whose height was a godsend for putting up signs and his talents on the BBQ. Watching over it all was the family patriarch Frank, who started the business over 50 years ago. An incredibly genuine family whose warm welcome





PORSCHE CLUB OF AMERICA

UPPER CANADA REGION

OPEN HOUSE

SHOW & SHINE

Some long-time members and our President stated that this was probably one of the most successful Open Houses ever. Here's hoping that next year will be even











"Your goals are the road maps that guide you and show you what is possible for your life" - Les Brown

rowing up, the word Porsche was always synonymous with quality, and luxury. I remember as a child looking out the rear windows of our family car and getting extremely excited every time I saw a Porsche, and asking my father what kind of Porsche it was. Seems as a child I had developed expensive taste as I was always drawn to the beauty of the 911, something I must have inherited from my father and his love for the car.

My parents and I immigrated to Canada when I was three to escape communism. They left everything they had, other than what fit into a suitcase and their pockets, including all of their family, so that I could have a better life here. I mention this because I didn't have a lavish lifestyle, but I did have extremely hard-working parents who did everything they could to provide for us, and through that they instilled the life lessons of setting goals and working hard in achieving those goals. These are lessons that stuck with me throughout my life.



Owning a Porsche 911 was a dream, but one that I eventually set as a goal for myself. My wife learned this in the early stages of our relationship, as every conversation of engagement and marriage ended in a comparison between the "cost" of a ring and a wedding against the "investment' in a 911 and a dream.

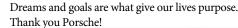
When I finally did propose to my beautiful wife, the 911 even made its way into my proposal to her. I always told her there was an order of importance and priority in things for me, that being: purchasing a home, purchasing a Porsche and then getting married. When I got down on one knee, I told her that I had gone out and bought myself a Porsche. I pulled a toy 911out of my pocket and explained that in order to propose I had to buy the Porsche first. She had made

> the best decision of her life in saying yes, but that still left me short a goal in life.

> In February of 2013, I finally accomplished my goal, in owning a gorgeous 2006 Porsche 911 4S Cabriolet, but also in achieving another goal in showing my parents that their dream of giving me a better life here in Canada had also come true.

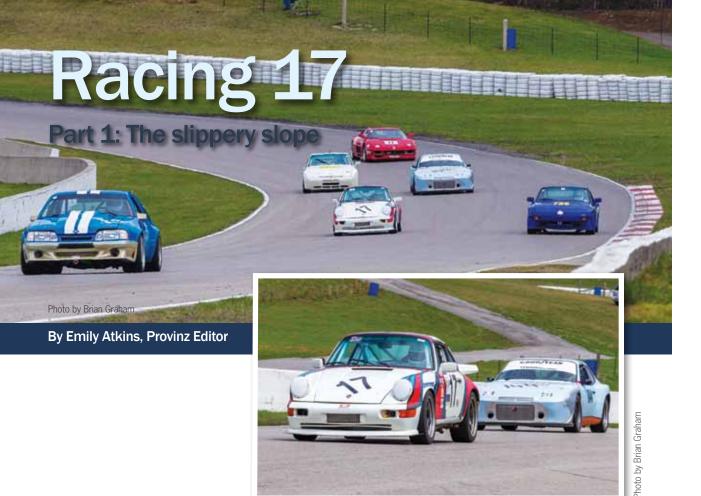
Since then, I have made many modifications to my 911. I slowly pieced together many

Techart parts among others and made my 911 my own.





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limbing the backstraight at Mosport, I'm inching up on the 944T in front of me. As we approach the bridge I'm closing on him. My 911 is still accelerating as I pull alongside. The bridge flashes by. It's the moment of truth, either back off now or go for it. I'm on his right, set up for the corner...no brakes, no brakes, no brakes... and I'm through Turn 8 ahead of him, squeaking by on the inside.

acing

Suddenly he's in my rearview mirror and I'm downshifting for 9, pulling through 10 and wailing down the front straight to acknowledge my checker.

My heart's pounding, I'm ecstatic.

The was the end of my last race for the first race weekend and there was actually some racing going on. That 944 and I had been trading the lead

throughout the last two races. Most of the passing happened when another car was blasting through to lap us, and one of us could take advantage of the positioning.

But this time was different. It was just the two of us coming up the straight and it was the last lap, fuelling the sense of urgency. The decision to try the pass was a calculation based on my experience on the track, and feeling confident of the new sticky tires on the 911. I believed the car could make the corner at the speed we were carrying. I was counting on the space between me and the 944 not closing. And I made it through. As a rookie racer I didn't really expect to

have any serious competition. I'd heard other drivers, my brother included, talking about running around at the back of the pack when they first started out, and how boring it can be.

But I was lucky in my first outing to have found a competitor who runs about the same speed as me. His car is definitely faster, but so far, in three races I've finished ahead of him twice. Once in the dry and once in the wet. I cannot wait to meet up again at the next race.

The high

But before that happens, let's backtrack a little and look at what it took to get here.

At first there was euphoria. After buying the car in February, I was running around showing off its picture to everyone—my new baby. I bought a racecar! Woo hoo!

Since getting seriously hooked last year, my plan was to buy a car and race it alongside my brother, Andrew, in the VARAC (Vintage Automobile Racing Association of Canada) series. The Martini liveried 911 was my gateway drug at the Indian Summer Enduro last fall (Living the dream—Driving the Enduro, *Provinz*, November 2013, page 24), and now it is mine. But time is short between February and the VARAC April test day, and I was quickly realizing how much I had to do. I decided now was the time to

finalize a racing team logo, and with the brilliant skills of Provinz Art Director Doug Switzer, I was able to present Andrew with a BBLS racing sign as a birthday gift in March. BBLS stands for Big Brother, Little Sister, and when you see the logo you'll get the humour. I've been his crew chief in the VARAC series for a couple years, and now I'll be on the grid beside him!

The learning curve

That's about where the fun and games stopped and things got more serious. It seems a simple concept to buy a prepped racecar and take it racing. Don't believe it!

When I bought the car, I believed I'd be able to drive it to the track. It had been plated and insured—



Happy new owner, seat fitted, ready to go.





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as a former rally car it had to be able to transit open roads between stages. Sadly, this was little more than fantasy on my part. First, the car is so loud that firing it up before dawn on a Saturday morning to head for the track would have made me extraordinarily popular in my downtown neighbourhood—

NOT. Second, combine its fetching good looks with the noise, and it would attract attention. Eventually some nosy officer would pull me over, get a look at the cage and other race car features and could possibly impound it.

Not wanting to invite trouble, I reluctantly decided a trailer and tow vehicle were in order. And with that I also needed a place to keep them. Finding the trailer and settling on a Ford Explorer were not too challenging. I now have a small, but light and lovely single-axle, aluminum trailer that just fits the car. It required some mods, but nothing more challenging than an hour-long session with a grinder and sawzall and Andrew's "get it done" attitude to remove a storage box from the tongue.

What is a challenge is the loading methodology. Thanks to the 911's weight distribu-

tion, it must go on the trailer backwards. The first time I tried this, I very nearly reversed the car right over Ian Crerar, the car's previous owner, who was guiding me. Fine clutch and throttle control in reverse, up a ramp, is apparently a skill that takes a bit of practice to refine! The trailer now has a nice



Give me 40 acres and I'll turn this rig around.

stop board for the rear wheels, and I have yet to crush my truck or anybody brave enough to ground-guide me. Happy to say that getting the 911 on straight has proved quite easy, and I am able to wriggle out the window, since the door is blocked by the trailer fender.

Once it's on there, the car and trailer behave just fine behind the Explorer. This is my first experience doing any towing, so I'm being extra careful, I think. I've got a stash of spare 20-amp fuses for the trailer running lights, which need some proper attention to solve a short, and the trailer brake controller is a marvelous device.

Backing the rig around is getting easier. Where I store the car—at my parent's house—requires a three-point turn in tight quarters, and I have to thank my sister Sara for great reversing instruction the first time I tried to park there. I'd probably still be stuck there if she had not been willing to hang around and help me. Thank goodness most race track paddocks have plenty of turning room.

Next time: Prepping the car, racing in the rain







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June 2014

The Journal of Upper Canada Region



Zone 1 Concours and Rally Weekend

& ≙ 1 BBC

Zone 1 BBQ

Hosted by the Green Mountain Region PCA
At the Basin Harbor Club
Vergennes, VT



Come join your fellow Zone 1 Members at the Zone 1 Concours, Rally & BBQ Weekend



Where: Basin Harbor Club, Vergennes VT

When: September 12-14, 2014

Costs:

Concours Street Class: \$30 Concours People's Choice: \$10 Rally only: \$20

Rally & Concours Combo: \$40

Zone 1 BBQ: \$27

- •Saturday will feature the Zone 1 Concours where there will be a Street Class and a People's Choice Class
- •The Zone 1 BBQ will be at 5pm on Saturday evening
- •Sunday morning come out and enjoy a TSD Rally departing from the Basin Harbor Club
- •Sign up for the Concours, Rally & BBQ by going to www.clubregistration.net
- •The Basin Harbor Club is a beautiful property nestled along the shores of Lake Champlain. Choose a standard room, Studio or even a 1, 2 or 3 bedroom cottage to share with friends!
- •Reserve your room now at the Basin Harbor Club by calling 1-800-622-4000 and quoting the "Porsche Zone 1 Event" before September 1, 2014.

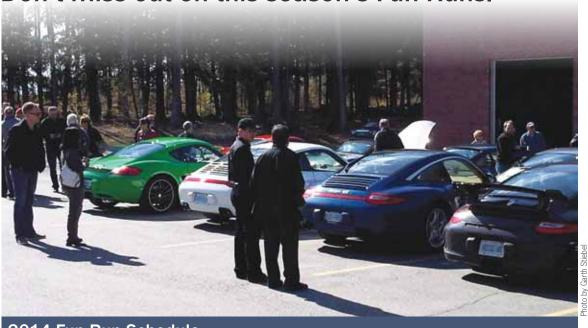
 All room reservations include breakfast.
- Contact Botho von Bose for any Concours & Rally questions at bvonbose@primus.ca
- Contact Jennifer Webb for any Zone 1 BBQ Questions at jenniferbischoff@Hotmail.com



2014 Fun Runs

Sign up now!

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



2014 Fun Run Schedule:

Saturday, June 14: Bear Manor Niagara Escarpment Poker Fun Run

vaughn.warrington@nbpcd.com

NEW! Saturday, July 5: Grand River - NOTL Fun Run. Guenter Gamauf: guenterg@rogers.com

Our Fun Run will start in the Upper Hamilton area. Our route will take us along the Grand River, then it will wind its way across the Niagara Peninsula to the shore of Lake Ontario. We will stop for lunch at a restaurant near NOTL. Following lunch, we'll cruise through NOTL and along the Parkway. The Parkway drive will include a stop for wine tasting. From there we'll con-

tinue with a final stop at a place we're sure the ladies will enjoy.

The group will be limited to 15 cars.

NEW! Saturday, July 26: Blue Mountains Rivers & Lakes; Don Lewtas & Hazel de Burgh

hazel.deburgh@gmail.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

(

JUNE 2014 The Journal of Upper Canada Region



Rain and shine

Muskoka spring fun run

By Martin Tekela, UCR Member

Photos by Hazel de Burgh



y GT3 had been thoroughly cleaned and was sitting in the garage awaiting the May 3rd Muskoka Fun Run, our first UCR driving event of the season. I had awoken at 4:00 am that Saturday, with eagerness reminiscent of childhood Christmas mornings. The cold rain didn't curb my enthusiasm, and Hazel and I left the city around 7:30 am. One wrong driving instruction courtesy of my aging Garmin GPS found us advised to turn into a dirt road with a large "no exit" sign. A quick call to David Forbes, one

of the hosts of the event, got us back on track and we soon arrived at the staging area at Walter and Sheila Murray's property in Bracebridge.

We were too large a group to travel all together, so Walter, the other Fun Run host, divided us into four groups of about eight cars each, with different routes for each group to drive. All groups had two-way radios for the lead and tail cars to help ensure no driver would be left behind. Interestingly, there were no front engine Porsches in at-



tendance—only Boxsters, Caymans and 911s. Walter introduced the group leaders at the informative drivers' briefing. The session turned out to be very wet and Walter cautioned the drivers about traction and the dangers of residual sand combined with rain. He also informed us the local OPP were aware of our fun run and urged us to set good examples of how to respect the roads and the local residents.

After a lovely 90-minute drive along some of the most picturesque roads around Lake Joseph and Lake Rosseau, our lunch at Rosseau, a JW Marriott Resort, featured five choices from a pre-arranged menu that was a flat \$20 per person, plus taxes and tips. We were all seated in a beautiful room overlooking the lake and the sun even peeked out of the clouds during lunch.

Most of the afternoon's drive was in dry weather, meandering around Lake Muskoka and some of the smaller lakes to the east. Despite the drier conditions, some of the roads my group followed were much bumpier than those in the morning, mostly from frost heave. The winter was not kind to the Muskokas, and in some places there was still snow on the ground!









Drovinz

June 2014

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...continued from page 31





All four groups then made their way back to Walter and Sheila's by around 3:30 pm in the rain again. Buoyed by a nice spread of beverages, cheeses and assorted munchies put together by Sheila Murray and Anne Forbes, the dull grey rain couldn't dampen the spirits and camaraderie of the Fun Run participants. Many introductions were made and countless stories were told as the

...continued on page 34





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noise made by the group increased around our host's kitchen and front porch. Upwards of 20 of the Fun Run participants then joined Walter, Sheila, Anne and David for dinner and more stories at Wabora, a local Bracebridge Japanese Teppanyaki and Sushi restaurant.















Part of the Mobil 1 SportsCar Grand Prix Weekend

New for this year, the TUDOR United SportsCar Championship comes to Canadian Tire Motorsport Park (CTMP) for their <u>only Canadian stop</u>. Given the exciting new merger of sports car racing in North America, this historic first Canadian race mixes the best of the best with a field of cars not seen in years.

The IMSA GT3 Cup Challenge and more are also part of the headlining race action!

Don't miss your chance to join other Porsche owners at the most exciting social gathering of the summer!

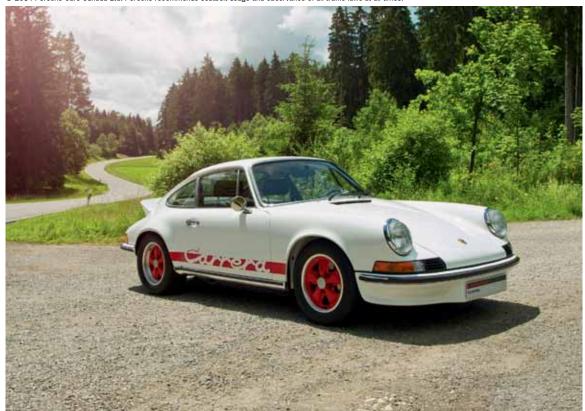
Your Porscheplatz Ticket is just \$115.00* and includes:

- Four-day admission to the Mobil 1 SportsCar Grand Prix.
- Access to a private tented area and parking from Friday to Sunday.
- A chance to drive your Porsche around Canadian Tire Motorsport Park in a parade lap.
 Sunday BBQ Lunch.

Make sure you order your tickets today - Space is Limited

*125.00 after July 9th

Call 1-800-866-1072, fax (905) 983-5195 or email info@ctmpark.com Order Online @ www.canadiantiremotorsportpark.com © 2014 Porsche Cars Canada Ltd. Porsche recommends seatbelt usage and observance of all traffic laws at all times



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Explore the Porsche Classic story at porscheaccessories.ca/classic



OBJECTS OF DESIRE



Learning from the big cat

Emily Atkins Provinz Editor

ats are aloof, anti-social, bloody-minded creatures who'll turn on you at a moment's notice. At least that's their rep. So I have been wondering if my lion will show these same traits.

The 911 is a car renowned for its ability to let loose and spin with little warning. It will slap you down—hard—if you make the mistake of not paying enough attention to it, or playing too rough. Just when you think it's purring along nicely, and you relax for a sec, that's when it curls up and bites you. Just like a cat.

I've been warned enough, listened to plenty of track-side cautionary tales and sad stories of 911 drivers being blind-sided by their finicky four-wheeled friends, to know to pay attention. My question has always been how do you know when you're pushing it too hard. What's the car's "tell"?

Never, not once in my many, many relatively quick laps with my 944 Turbo did the back end even begin to think about letting go. Or if it thought about it, it didn't act.

So here I am at Mosport, driving the new 911 after only a couple days of practice, thinking about all the 911 lore I've gleaned. It's my very first race this year, and, of course, raining. I'm driving in what I believe to be a very conservative manner. Tippy-toeing around the track on rain tires, watching the more experienced racers, who aren't going much faster than I am.

Everything's going well. To my surprise I've passed a couple 944 Turbos; my brother's Mustang is in sight ahead of me. I come down Corner Two, nice and easy, and as I'm crossing off the new pavement onto the straightaway, I feel the car start to wag its tail. It wags, and wigs, and wags again. The swoops are not getting any bigger and I'm feathering the throttle, but ready to throw in the towel (or rather both feet) if I get really sideways. Then, just as quickly as it started, the pendulum stops and grip returns.



As I gently lighten up on the throttle for Corner Three I remember to breathe, and whisper, "Good kitty".

Subsequent laps in the race were quicker and more sure-footed. I felt more comfortable, not rattled after the warning, as I had expected. Now I know the car's tell sign and am learning the limits of grip in this car in the wet and on rains. After the race it was confirmed to me by friends who were watching that they had been holding their breath too, as the car began its swing, so it was an obvious wobble, not just in my head. But I also heard from another of the drivers, also driving an '82 911, that the transition at the bottom of Two was very slick, and he had the same experience.

Familiarity definitely leads to a level of comfort. Comparing the 911 to the 944 makes me wonder if the difference is all in the car. Surely the driver has a lot to do with it. In the 944 I was never racing—I don't count the Time Attack competition, where I did lay down my fastest lap, because you're on the track solo. So perhaps then I wasn't overcome with the competitive spirit. But on the other hand, in the 911 I feel cautious—I don't want to start racing by wrecking my new car. It will take some more time to learn the nuances of the 911's handling in the wet and the dry, on slicks and rains, in traffic and on my own.

But a few laps after the warning, something changed. Coming through Corner One and onto the short straight I was struck with the certainty that this is the car I am meant to drive. A psychological barrier blended from caution, mistrust and maybe a little fear lifted, and suddenly I was connected, controlled and trusting the car—feeling it communicating with me.

I can't wait to spend more time with my new lion. Like every cat, it's fickle, fast and fascinating. It has so much more personality than the previous cars I've driven. I know I need to pay close attention to what it's telling me. I'm all ears!



JUNE 2014 The Journal of Upper Canada Region



29TH ANNUAL AUTOCROSS



August 23rd – 24th, 2014 Moore airfield, ft. Devens Ayer, MA

This year's event

The Zone 1 Autocross is a two-day event. There will be a different course each day. PCA's Parade Competition Rules (PCR's) for Medium Sized Regions are used for classifying cars. Entrants must compete both days in order to trophy. There will be a team Challenge for all PCA Regions.

Registration opens 8:00 a·m· sharp, first car off approximately 9:15 a·m· both days. All participants must be current PCA members. Porsche cars only.

How much it costs

\$70/person early registration on or before 8/12/14
\$95/person after 8/12/14
Registration fees are for one or two days:
Online registration via clubregistration.net only:
No on-site registration the day of the event:
Registration will open 7/1/14 and close 8/20/14:

Where to stay

Springhill Suites by Marriott

31 Andrews Parkway

Devens, MA 01434

Phone: 978-772-3030

http://devenscommoncenter·com

Rate: \$129/night + tax

Refer: "Porsche Club Autocross" for group rate

You must book by 8/2/13 for group rate

Who to talk to

Zone 1 Autocross Chair: Dan Fishkind zone1axchair@gmail·com or (631)748-2727 Zone 1 Autocross Registrar: Aaron Ambrosino zone1axregistrar@gmail·com or (518) 729-0017

links to the PCR's will be posted on the zone 1 website - http://zone1.pca.org



THE PORSCHE-PH

An interview with Auguste Lecourt of St Catharines, ON



By Stewart McKinney, Porsche-Phile Editor

hat is your current Porsche?

Since I own Auguste Automotive, I drive Porsches every day so I don't currently have the need to purchase one.

I have heard that there is an interesting story about your reason to come to Canada.

In 1973 I was working in Germany with a few of the Porsche race teams. At that time Ludwig Heimrath had purchased a factory 911S. He had asked me to come to North America as his chief mechanic for the IMSA and Trans Am series.

How did you get started with race cars and working with Porsches?

I was working in France at the research department in Citroën and was interested to learn German and work with Porsche. I moved to Germany and worked at an independent Porsche dealership. Shortly after that I began working with the Porsche racing pro-

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gram supporting drivers in Germany. It was then that Ludwig approached me about coming over with the 911S to run the program.

How did the racing with Ludwig go?

I stayed with Ludwig for two years. The engine we had was a modified 2.4-litre that displaced 2.5 litres. It was an odd engine but extremely powerful. With the 2.5, the 911S was such a good car and engine—the car was protested almost every time; they would check the size of the gas tank, engine and such. It was the most powerful engine in the GTU class. Following the two-year stint with Ludwig, I went to Halifax to work for a new Porsche dealership for two years, and then Ludwig again recruited me to be the chief mechanic on the new Porsche 934.5 for the Trans Am series. We won the Trans Am championship in 1977.

Do you have any unique Porsche experiences while at Auguste Automotive?

There was a fellow who had a 959 in Miami and he could not find anyone qualified to work on it so he had it shipped from Miami to St Catharines so that I could work on it for him. It was the only 959 allowed to operate in the States at the time.

What are the things you like to do with the club?

I get involved in the PCA club race and volunteer my time during the PCA club races where I perform technical troubleshooting and advice.

JUNE 2014 The Journal of Upper Canada Region

TRACKTALK







une brings us one of our busiest Advanced Driver Education events of the year. While we are limited in how many cars we can stuff onto the track at one time, how many things we can do in a weekend is only limited by the number of hours available.

We start Friday June 6th with our Driven-2-Smile charity event. The Black and Red run groups come out in droves to offer their support to the Durham Down Syndrome Association. Children of all ages bring their adults to Mosport (CTMP) to be constantly entertained and engaged in the Big Top tent while waiting for their turns on the track. The no-helmet touring rides are supplied by your nationally certified instructors who donate their time, vehicles and fuel to this cause. In return they enjoy one of the most rewarding events of the season. Once the UCR-sponsored lunch begins, the track opens up for the Black and Red run groups to enjoy an afternoon of open lapping.

Saturday begins as any other DE event with an event gift and 150 anxious drivers putting their cars and themselves through their paces. At lunch time the Instructors in the Red run group step up once again to take the Kids with Cancer from the Hearth Cancer Support Centre out for some touring laps. We manage to sprinkle in a few Track Samplers as well so everyone can see where we go after the cars dive through turn one. A quick lunch, and everyone is back in the cars for an exciting afternoon of DE. At 5:15 we all gather on the front straight for the annual Track Walk with our Chief Instructor. Stephen walks the entire course, stopping at every entrance, apex and exit to explain your way around the track. Most drivers are astounded by the elevation changes and different grip levels that can only be experienced with your feet on the ground. There is always a beverage van on the horizon to keep you moving along. This is truly one of the best educational tools in our teaching arsenal (the track walk, not the beverages).

Sunday morning will see some of the greatest improvements in driving skill, as those who learned Mosport's secrets on the Track Walk put their newfound knowledge to the test. A morning of DE is followed by a lunchtime lucky draw at the restaurant, where a dozen automobile-related give-aways reward those who are there. You have to be there to

As Sunday winds down, even the most diehard Trackie has gotten their fill of High Performance Driving. Lapping a car at speed is like a vacation. Your concentration is so focused on the tasks at hand, like the next corner that nothing else weighs you down. Work, home, relationships, finances etc, all fade to nothing over the weekend. You go home tired but somehow refreshed, as though you've been away on a holiday with 150 close friends. It doesn't sound very relaxing, but it really is. If this is what we can do with one weekend, just imagine how much fun you will have with a full season!

Soon after, the CanAm event with our friends from NNJR will take place at Mosport. This is a great event for students who want to get in lots of track time as there are lots of Instructors to go around. So don't spend your summer cutting the lawn. Bring your Porsche to the one place that you can drive it as it was intended. UCR Advanced Driver Education. Sign up soon so you won't be disappointed.

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PERIPHERAL VISION

n May, our PCA field trip took us to Vancouver Island, where we spent a weekend with the local Region and enjoyed the scenic western beauty that so many have talked about. We took extra time to see more of the majesty of the island. We enjoyed a visit with Toronto Star



John Adam UCR Historian

writer, Jim Kenzie's sister Margaret and with a former Imperial Oil co-worker who lived in Toronto. We were pondering the question, "Why did Torontonians depart the scene for Vancouver Island?"

We considered Monterey for Parade but decided to pass it up. We are looking forward to learning the results of the various Regional awards that are announced at Parade. We receive recognition as one of the top Regions in PCA every year. Parade emcee Mark Shevitz always claims to fear the flag waving, noisy, Canadian contingent but it's all part of his act. We count him amongst our good friends.

A reminder to help with your weekend racing entertainment. There is a local website that is a gold mine of exactly the race information that you need. Oakville's George Webster provides George's race listings for the current month. He gives you the day, date, time and channel for all of his race picks. What more could you ask for? It is carried on the PRN Ignition web site http://www.prnmag.com/gear-tech-guides/tv-listings. It's a great website for race fans. Check it out.

For NNJR at Watkins Glen August 1-3, registration opened June 6. For The Glen, we have found Corning to be the better place to stay, with more shopping, a variety of dining and a pleasant environment. About four hours will get you there. From Corning, it's a very easy drive to the track.

For further information on other driver ed events, check the PCA website, which has a searchable calendar. Feel free to call if you want to know more about tracks, hotels, drive times, or whatever. Phone 905 270 2991 or e-mail johnqadam@rogers.com.

We look forward to seeing you at an upcoming event.









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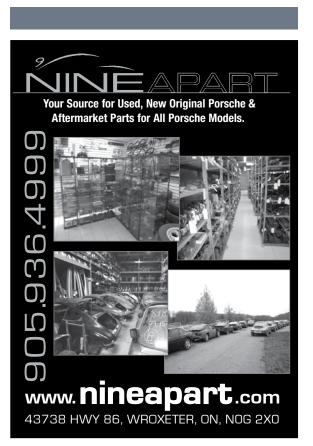
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