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



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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

APRIL

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

MAY

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

JUNE

1	Sun	UCR Autocross, Toronto Star, Woodbridge
3	Tues	UCR Board Meeting
6	Fri	Driven 2 Smile Charity Event & Solo Lapping (Red & Black Groups) CTMP (Main Track)
7-8	Sat-Sun	UCR Driver Education, CTMP (Main Track)
10	Tues	UCR Social
14	Sat	Bear Manor Niagara Escarpment Poker Fun Run
15	Sun	Father's Day Yorkville Exotic Car Show, Toronto
22	Sun	Tire Rack Street Survival School, Seneca College Campus, Finch Ave. & Hwy 404

JULY

1	Tues	UCR Board Meeting
5	Sat	Grand River to Niagara-on-the-Lake Fun Run
6	Sun	UCR Autocross, Toronto Star, Woodbridge
8	Tues	UCR Social
12	Sat	UCR Rally
18-19-20	Fri-Sat-Sun	UCR Driver Education, CTMP (Main Track) with NNJR
26	Sat	Blue Mountains Rivers & Lakes Fun Run

AUGUST

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

SEPTEMBER

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

OCTOBER

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

NOVEMBER

4	Tues	UCR Board Meeting
11	Tues	UCR Social

DECEMBER

2	Tues	UCR Board Meeting
9	Tues	UCR Social

PRESIDENT'S FORUM



Walter Murray
UCR President

Every year, Porsche Club of America arranges an annual Parade that all members may attend. They have all types

of organized events such as Concours, Rally, excursions and a number of social dinners. It is an opportunity for attendees to meet members from all parts of North America and having attended, it truly is a memorable experience getting together with 1,000-plus Porsche aficionados. This year's Parade is at the beautiful Monterey/Pebble Beach Peninsula and if you have not been there, it is a beautiful part of southern California and close to that famous track, Laguna Seca. Having driven the track, I can attest the Corkscrew turn is not as difficult as it looks on TV. Simply aim for the tree and turn sharp right and you will drop three stories in a heartbeat. Anyway, back to Parade.

Parade is also a time to recognize long-time members, volunteers, and give out a number of Region Awards. UCR has in the recent past won "largest absolute Growth" several times including last year, and Magazine of the Year-our outstanding Provinz and Website of the year, both also won last year. One of the other major Awards is Region of the year and each spring we put together a structured written presentation for consideration. This year while not required we did put together a video of "What is UCR", something we have been working towards for a number of years. This year however, we have the talents of Mike Welker, our new Director of Communications who does this type of video presentation for a living. In the past we have never thought

to publish our presentations on the web but thought you might like to see what we as a Club are all about. So it is now on the web. Just sign in and you will see in the header page. Let us know what you think.

Thank you for your many responses on the timing of another Targa. We are delighted to advise Targa, Prince Edward County is scheduled for the weekend of Oct 3 thru Oct 5, with base camp at the renowned Waring House in Picton. This is a spectacular part of Ontario and Peter Oakes who has organized has done a great job in putting this together. Please take a look at the event overview in the magazine. Having organized two previous Targas I would highly recommend you sign up early as this premier event always sells out quickly.

I am excited about what we have lined up and now the warmer weather is with us, our program of events is in full swing. So take a look and sign up early and experience the joy of driving your Porsche while you get to meet other Porscheophiles. Let me also again thank the many dedicated volunteers who take the time to deliver these great events. We also continue to reach out to members at large to ask your help in organizing more Regional events. So give me a call and let's explore what can be structured.

Enjoy the summer and until next month, drive safely.

Walter Murray
murray.dexta@gmail.com



Sports and Event Photography by michael a. coates
905.592.1962



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Welcome!

NEW MEMBERS

Name	Location	Model	Thanks To
Tom Bernard	Sarnia	14-Boxster S	Porsche of London
Ian Brady	Milford	11-911	
Denise Digiovanni-Parsons	Amherstburg	14-Cayenne D	Porsche of London
Paul Edward	Thornhill	12-911	
Jason Ellis	Toronto	84-911	
Doug Fraser	London	14-Cayenne	Porsche of London
David Gorendar	Etobicoke	09-911	Porsche Cars Canada
Sam Hatami	Richmond Hill	09-Cayenne	
Bruno Kaiser	North York	05-911 TS	Porsche of London
David Kent	Toronto	13-Boxster	
Dilip Kumbhare	Maple	13-Cayenne	
Dennis Lee	Orillia	09-911	
Dan Mayer	Toronto	13-911	Porsche Cars Canada
Duncan McLean	Toronto	10-911CS	
Carlos Medeiros & Miguel Melo	Brampton	81-911SC	Porsche Cars Canada
Sean Murphy	Guelph	14-Cayenne	Porsche of London
Michael Pears & Sandra Macedo	Toronto	86-944 / 00-911	
Rob Pogue	Brampton	05-911	Porsche Cars Canada
Bogdan Radu	Richmond Hill	06-911	
John Rossi	Parkhill	86-944	
Neil Stewart	Toronto	10-911	
Wyeth Tracy	Uxbridge	10-Boxster S	
Trent Tunstall	Barrie	05-Boxster S	Kerry Judges
Richard Uyede	Oakville	10-911	Porsche Cars Canada
Dennis Vidaic	Toronto	92-911	
George Vogt	Niagara On The Lake	11-Cayenne	Porsche Cars Canada
Alan Wall & Joan DeFerrari	Holland Landing	92-911	Gregory Gilbert
Jeffrey Wheeler	Port Dover	04-911C4S	Rick Neuberger
Cameron & Anne Young	Maryhill	03-911	Ken Jensen
Yuqing Zou	Vaughan	14-911TS	



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Robert Brocklebank
Ramona Harrison
Mike Mehling
Tom Tutsch
Clive Van Wert

10 YEARS

Kevin & Christine
Andrews

5 YEARS

John Dufour
Steve & Monique Isaacson

Philip & Adrienne
Mendes da Costa
Ed Monk
James & Leslie Reid
Kathy Szarka
Stephen Tutsch
Kevin Young

Annie Rizen
Doug Trip
Serge Vandal &
Marie-Josée Poirier



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



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THE WAY WE WERE...

25 Years Ago

I reviewed some highlights of the Zone 1 Tech, where **Alois Ruf** had been a visitor. We were acquainted before the Zone 1 session and so we had a great opportunity to introduce Alois to the UCR attendees. Our April Mosport DE weekend was \$125 and included Saturday dinner trackside but later events were all single-day at \$65. Used car importation from the US was being slowly liberalized. Boxer Autosport was to host the Concours d'Elegance. **Marc Plouffe** was organizing a Spring Rally. A pre-concours clean-car tech session would use the Fantl 911 Lawnboy, now owned by **Andy Wright** and still going strong. **Dr. Hermann Burst**, Porsche AG, spoke on the new 964 at U of T, followed by dinner at Hart House. **Howard Dexter** was forming a Track Operations Group, which operates to this day.

20 Years Ago

The Zone 1 Concours and Swap Meet was to be in Parsippany, NJ. **Ben Ciantar** went on at great length about the new 993. **Bruce Farrow** had his Classic Porsches vintage racing. **S. Gonzales** had a rant about the new and despised photo radar.

15 Years Ago

My, how we had grown. Half of Canadian PCA New members included **Sean & Shane Baghai**, **Stan Carmichael**, **Danny Kroll** and a raft of others. **Bryce Virgo** was promoting the Concours d'Elegance at Kelso Conservation Park. I recollect we had a beautiful day in the summer sun. **Ken Jensen** rebuilt his 911 just before our 8,000 km junket to Parade in Colorado, where it was again in 2009. **Zupan** and **Ashcroft** were organizing a July rally. Club Racing was back at Mosport.

Contributed by John Adam, UCR Historian



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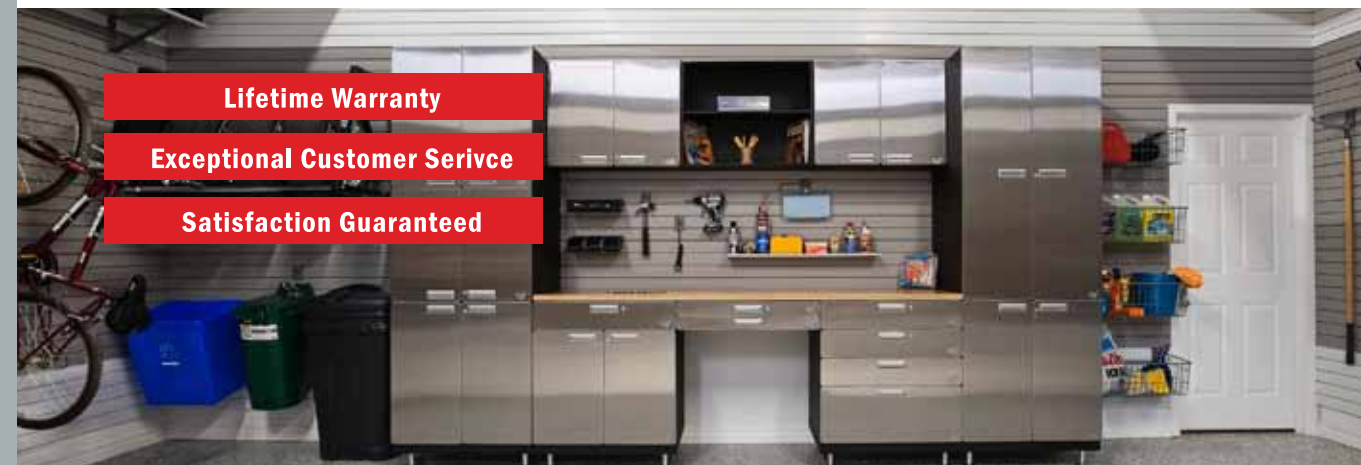
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Laurel Ward
UCR Socials Co-Chair



Kathleen Wong
UCR Socials Co-Chair

SOCIAL EVENTS

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

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

Your Socials Co-Chairs, Laurel Ward, Kathleen Wong



Upcoming Events

Date: Tuesday, May 13, 2014, 6:30pm-9:00pm

Speakers: Kyle Marcelli and Martin Barkey, Insights from Pro Race Car Drivers

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



Calling all Porsche enthusiasts! We are thrilled to have Kyle Marcelli, our Canadian Pro Race Car Driver, and Martin Barkey, who are co-driving in the 2014 Continental Tire SportsCar Series, with a Porsche 911 Carrera GTS.

Both Kyle and Martin are true car and Porsche enthusiasts. Kyle, at only 24 years of age, has been racing in the American Le Mans Series for the past three years with three wins and 13 podiums! Last year he also competed in the Porsche Carrera Cup Deutschland. This year, Kyle is racing in the Tudor United SportsCar Championship in the Prototype category with Starworks Motorsports. He will be racing the 24 Hours of Daytona, the 12 Hours of Sebring, 6 Hours of Watkins Glen and 10 Hours Petit Le Mans at Road Atlanta. Martin, successful entrepreneur of MBRP Inc. Performance Exhaust, raced in the 2013 Canadian Porsche Cup Challenge and won the 2012 CASC-OR GT2 racing class series. We look forward to hearing Kyle's and Martin's insights into the pro racing world and their drive to success. Please join us for what will be a most engaging evening.

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



APRIL SOCIAL

Cervelo—A great success story

By Laurel Ward, UCR Socials Co-Chair

A beautiful evening of 15 degrees and sunny skies greeted 100 UCR members for our April Social at Mimico Cruising Club. And this was just the first treat of the evening! We were delighted to have Phil White, long standing UCR racer and his wife, Anna Dopico-White, another passionate UCR trackie and racer join us for the evening.

Phil, co-founder of Cervelo bicycles, spoke about starting the business with his university friend, Gerard Vroomen, from his basement in Montreal after completing his Masters of Engineering degree at McGill University. Wishing to design and create something, and being passionate about cycling and driving, they brainstormed the design of a bicycle frame with new aerodynamic materials. In just over two weeks they had the bicycle manufactured, and Cervelo took off from there.

Phil engaged UCR members, bringing in samples of carbon fibre, Kevlar and a Cervelo RCA frame that weighs 650 grams—less than a bike water bottle. The crowd admired the much-coveted frame, with its price tag of \$10,000.

Now the Chief Innovation Officer, with PON Group, which purchased Cervelo in 2012, Phil discussed the evolution of Cervelo to being the world's largest manufacturer of time trial and triathlon bicycles, and having their bicycles win Ironman competitions and their rider winning the Tour de France. Cervello means brain in Italian, and



Photos By Michael A. Coates, UCR Club Photographer

velo means bike in French—the combination of the two is clearly the successful brainchild of two passionate visionaries who have a huge impact in the pro race cycling world. A wonderful success story to hear and we wish Phil and Anna all the best in every future endeavour.

The evening ended with many UCR members taking home exceptional Porsche raffle prizes and we welcomed all the New Members and First Time Social Members who joined us for the evening!



Laurance Yap, Walter Murray, Kathleen Wong, Phil White, Dagmar Pegg, Anna Dopico-White, Laurel Ward

The anatomy of vehicle recalls

By George O'Neill, PCA UCR Tech Editor



Tech Editor's Note:

As always, submit your ideas for future tech articles to me at George@ONeillAdvisors.ca and even better, consider writing your own article for us to publish. Your feedback is always welcome, and if you own a 2014 GT3 tell us what you thought of the recall process.

Automotive recalls are a reality for every vehicle manufacturer. Designing vehicles, especially today, with so many on-board computers and sophisticated electronics, is certainly a complex undertaking. Engineers spend considerable time incorporating fail-safe modes and redundant systems to avoid operating conditions that may lead to failures causing personal injury or vehicle damage. But on occasion, despite everyone's best efforts, unforeseen problems arise and sometimes designs are flawed. Minor issues are handled with repairs and adjustments conducted during routine maintenance of the vehicle. However, when there is a significant concern for public or occupant safety, a formal recall can occur, either voluntarily initiated by the manufacturer, or involuntarily mandated on the manufacturer by the federal government.

Transport Canada is responsible for enforcing the Motor Vehicle Safety Act, which contains regulations all vehicle, tire and child seat manufacturers and importers must follow in order to conduct business in Canada. In the US, the National Highway and Traffic Safety Administration (NHTSA) is responsible for that country's equivalent rules. Although these two government organizations oversee the vehicle recall ac-

tivities unique to their respective countries, efforts are aligned since new vehicles are often very similar in both countries.

The automotive recall process covers the following three broad phases:

1) Manufacturers observe a pattern of safety-related customer complaints, or warranty and service repairs at dealers, to the same/similar model vehicles, and investigate. Or, Transport Canada receives a pattern of consumer complaints and begins an investigation.

2) If the manufacturer confirms a safety related problem exists, they will voluntarily contact Transport Canada to initiate a recall and issue a press release explaining the problem, which vehicle model(s) and years(s) are involved, and what consumers should do (often go to their dealer to have a repair made, at no cost). Customers listed in the manufacturer's owners database will be contacted (this is why you should always

ensure you register ownership of all new and used vehicles you own with the appropriate manufacturer, so you can receive such notifications). Dealers will also be notified. Further press releases, or in some cases ads may be run, to continue to inform the public. If Transport Canada believes there is sufficient evidence to initiate a recall, they will contact the manufacturer to work with them to start the above steps. Transport Canada will update their recall database to further aid consumer communication in all cases.

3) Consumers take their vehicles in for the repairs. The manufacturers and Transport Canada will monitor

the recall progress. Manufacturers will update their vehicle owner database by Vehicle Identification Number (VIN) when a repair is made for a specific car.

Not all vehicles may receive the repairs required, for various reasons, such as the owner forgot to take their vehicle in, or chose not to, etc. So it is a good idea to check yourself. When buying a vehicle you should ask the seller for proof of all



repairs, and as well take the VIN to the dealer and ask them to check the manufacturer's database to see if any recalls have been addressed on that particular car.

Like all manufacturers, Porsche has experienced recalls over the years. Some recalls have increased safety concern over others, but nonetheless the process will deal with a wide variety of items from things such as inaccurate fuel gauges to faulty electronic stability control systems.

Unfortunately, not all recalls across the industry are managed effectively. As a champion of effective business practices (my day job is a business intermediary, so I can't help myself), I find it interesting how companies manage their recall process. I think it says a lot about the culture of the organization and how serious the company really is about their customers' safety. As I like to discuss with my clients, the real test of corporate culture is not when things go well, it is when things go wrong and everyone is watching the corrective actions being taken. Let's look at two recent recalls, the first is GM's ongoing recall for faulty ignition switches, and the second is for Porsche's recent GT3 engine problems.

As I sit in my office and write this article, the CEO of General Motors (GM), Mary Barra, is testifying before the US Congressional Sub-Committee about the recall of 2.6 million vehicles due to ignition switch problems. An investigation is underway inside GM to fully understand the timeline and sequence of events which led to this situation. What has been reported so far is that sometime around 2002 GM become aware some of their small cars' (Chevrolet Cobalt, Chevrolet HHR, Pontiac G5, Pontiac Solstice, Saturn Ion and Saturn Sky) ignition switches inadvertently turned off while the cars were being driven. As you can imagine, or if you are like

me when I was young and foolish and actually tried this to see what would happen, when you turn the ignition key from the run position to the accessory position while a car is in motion results in the power steering and brakes becoming less responsive since the engine has shut off, and the vehicle has no ability to accelerate. As well, it seems airbags will not deploy with the switch in the accessory position, which makes sense since no one (except young and foolish me) would deliberately turn off their car while in motion.

So, imagine you are out enjoying your drive and your car turns off totally unexpectedly. You have no power, limited steering and braking, and safety devices not working. This could lead to accidents with no airbags active in the event the car does strike something. GM clearly has a serious issue here, but it has taken the company (and by association the NHTSA and Transport Canada) over 10 years to address this with the public. Why did it take so long to initiate the recall? What does that say about the culture of the company? Barra responded to the Subcommittee when asked these questions, and explained

the delay occurred under the "old GM", pre-bankruptcy, when the company had different leadership that focused on "costs instead of customers". GM indicated the original fix was esti-

continued on page 14...

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...continued from page 13

mated to have been less than one dollar per vehicle. Today the company has set aside \$750 million to deal with this! Clearly it would have been cheaper, consumers would have been happier, and injuries would have been avoided if the recall had happened earlier. Barra went on to say that GM today has changed, and they now put consumers first. Let's certainly hope so.

Contrast that situation with the problem Porsche recently faced with all 2014 GT3s. Of course the volume of the recall is tiny compared to GM's, since Porsche sold only 785 new GT3s worldwide prior to the recall (nine were sold in Canada). But the speed of the response was fast and the solution comprehensive, by comparison.

Sometime after the start of sales late last year of 2014 GT3s, Porsche became aware of a car in Switzerland and another in Italy that each had an engine fire. In both cases no one was injured. The company started an investigation to understand what happened, and on February 20th this year, voluntarily issued a recall and press release acknowledging the fires, halting further sales of 2014 GT3s, and requesting current owners to not drive their cars (Porsche would provide a loaner vehicle if requested) while Porsche conducted a detailed investigation to fully understand the cause of the fires and to find a resolution. As Porsche Cars Canada Manager of Public Relations, Patrick Saint-Pierre, said when I spoke to him about the recall, Porsche believes "in making it right and resolving problems quickly".

What was not mentioned in the press release, but was discussed by Porsche representatives at the March 2014 Tech

Tactics event I attended, was how Porsche actually went about determining the exact cause of the problem. Teams of two technicians from the factory in Germany flew around the world taking apart various 2014 GT3 engines seeking the answer. There was a yellow GT3 parked in the shop at Porsche's Northeast Regional Support Centre, the location of Tech Tactics, and it just happened to be one of the vehicles the techs took apart. We were told the techs arrived around closing one workday and overnight took apart the engine, inspected it, and put it back together before the centre opened the next morning. Then quietly left for California to visit another GT3. As we now know from Porsche's March 18th press release (issued less than 30 days from the initial one), the source of the problem was identified as a loose connecting rod hitting the crankcase and causing it to crack, which let oil escape and catch fire, one would assume after contacting the hot exhaust headers. Porsche announced they will replace the entire engine in each of the delivered 2014 GT3s as well as those on the production line. They also determined this problem does not affect any other 911 version. That is how to swiftly deal with a recall, and treat customers first! Sure the cost will be significant, I estimate in the order of \$15 to \$20 million to replace the engines. But that should avoid any further problems associated with this, and should satisfy customers that appropriate and swift action was taken.

To check whether or not a vehicle you currently own, or are considering purchasing, is subject to a recall notice, type the following words in Google to search for and locate Transport Canada's recall database: Transport Canada Road Safety Recall Database. Once on the database website, select the vehicle manufacturer's name and enter the model year to search. Records go back as far as 1970, and are continually updated.

We live in a changing world and our vehicles are certainly becoming ever-more complex. But we do have a reasonable expectation that no matter what we pay for a vehicle, whether it is an entry-level car from one supplier or a sports car from another, proper thought and design has occurred to not only ensure the vehicle works as advertised but also is safe to operate. Furthermore, if there is a risk of a product harming us, the manufacturer will do the right thing to warn us as soon as they became aware of the problem and manage the resolution process.

The old saying goes "actions speak louder than words". How companies manage vehicle recalls speaks volumes about how serious they are about looking after their customers. Stay informed, and check the recall database for each car you own and will purchase in the future.



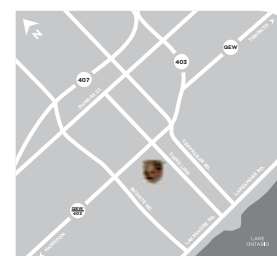
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CLUB NEWS

Attention DE Drivers: DON'T LOSE TRACK TIME Tech Line now closes earlier

By Wallace Bradley, UCR DE Tech Chief

This is a reminder to all DE Drivers that the Tech Lines will be closing **10 minutes earlier** this season.

The Tech Line opens at 7 AM and will close promptly at 8:15 AM.

If your car is not in the Tech Line by 8:15, it will not be inspected in time for the mandatory Drivers Meeting. If your car has to be inspected after the Drivers Meeting, it



will be at the discretion of the Tech Chief who will have to reassemble the Tech Crew to inspect your car, and you may lose track time. Please don't be late.

Please remember that your car must be **track-ready before** entering the Tech Line so please remove all loose items from your car, have your helmet and your **signed** tech form handy, attach your car numbers and wear your wristband.



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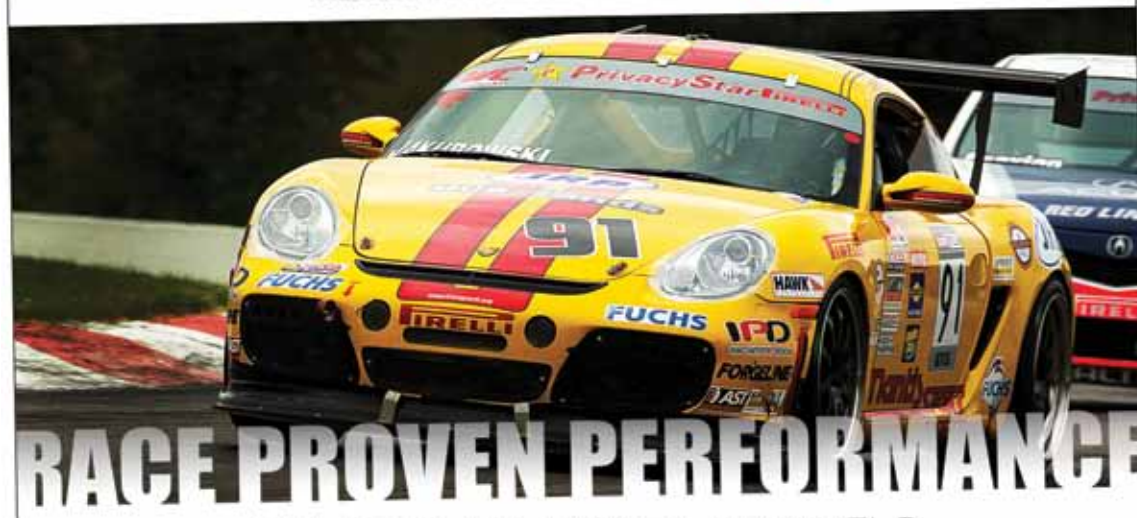
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Targa 2014

The fourth annual UCR Targa



WHAT IS A TARGA: For those who have not had the pleasure of participating in a Targa, it is a rally-type social event for drivers and navigators to complete three courses (each approximately two hours driving time), at the speed limit, in a measured time. Early and late arrivals are penalized and the lowest overall score wins. Also, participants have time and a place to reacquire with old friends and meet new Porsche friends.

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.

ACCOMMODATION & 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



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Tire Rack Street Survival School

By Mario Marrello, UCR Past President

UCR 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



Introductory Driving School

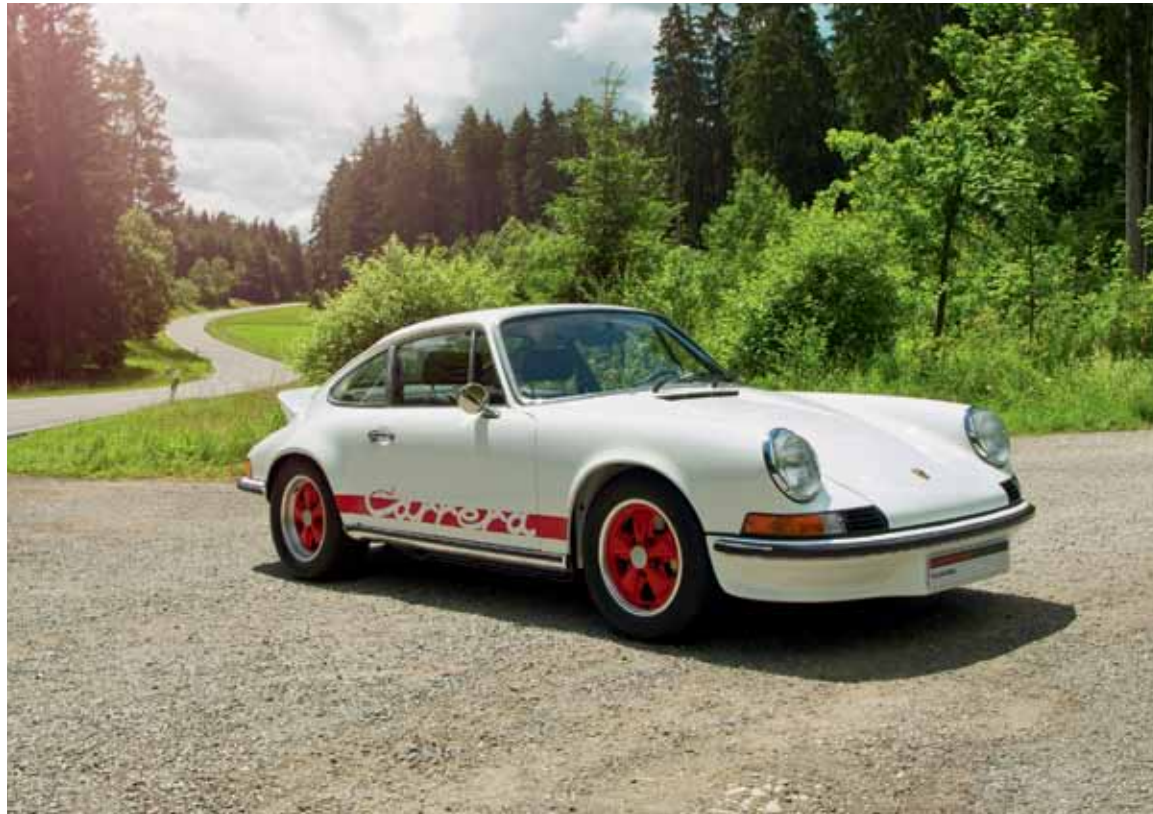
Photos by Michael A. Coates, UCR Club Photographer

A pictorial essay of the second IDS event of the season

On Saturday April 19th, The second PCA-UCR Introductory Driving School event of the 2014 season was held at the brand new enlarged and enhanced Driver Development Track facility at Canadian Tire Motorsports Park. Club photographer Michael A. Coates was there to capture a memorable day for the lucky participants.



continued on page 23...



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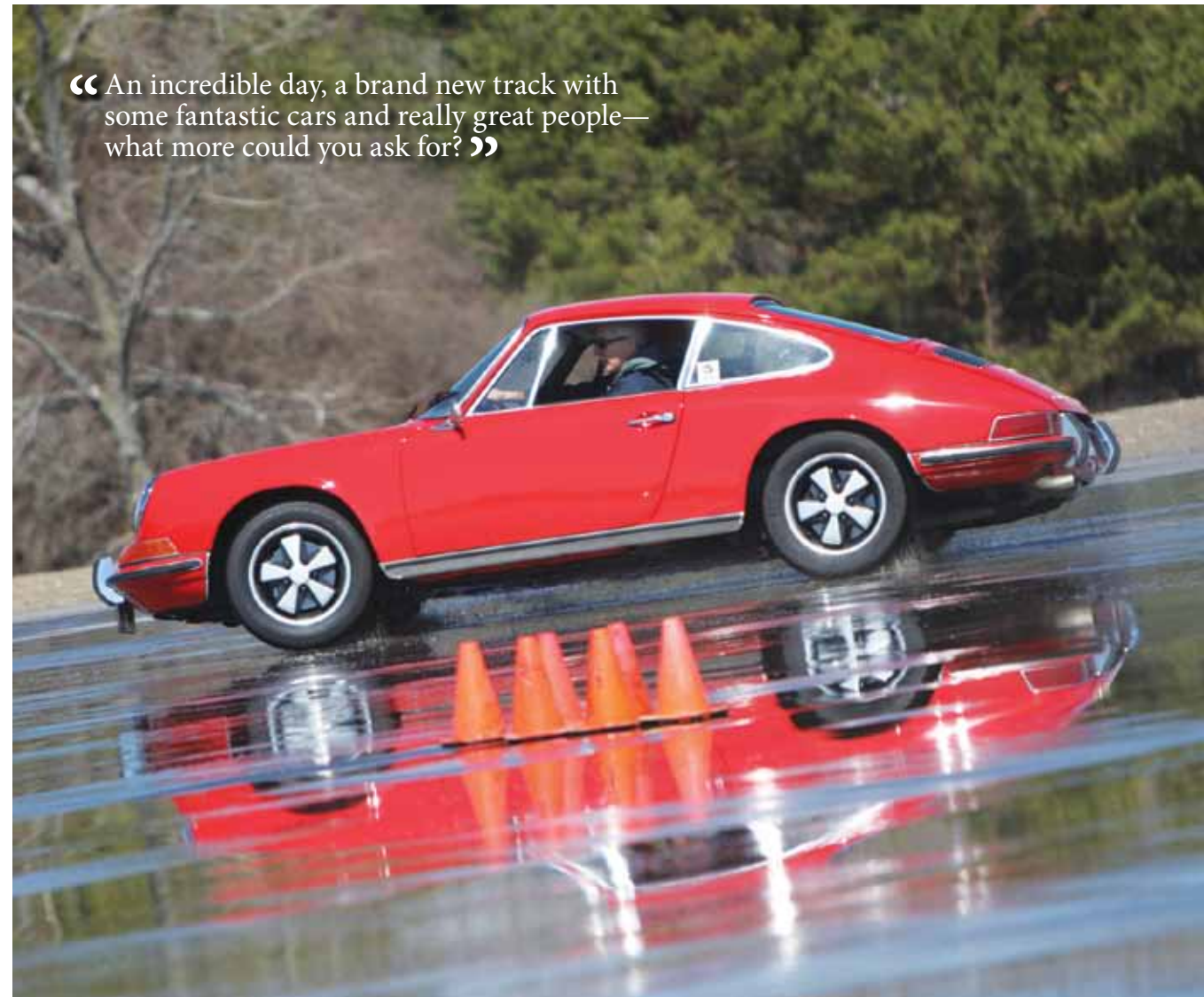


...continued from page 21

**More from
the second
IDS event of
the season...**



“An incredible day, a brand new track with some fantastic cars and really great people—what more could you ask for?”



Winter track driving in Lapland

By Laurel Ward, UCR Socials Co-chair



My winter track driving seat time was not south but north—north of the Arctic Circle, in fact. I was thrilled to be doing Ice-Force Master, an Advanced Winter Driving Experience, with Porsche Cars Canada and track buddies in Levi, Lapland (Finland) in March.

Howard Dexter of Dexter Autosports organized our group of nine from the GTA and Kitchener-Waterloo

area and quarterbacked the trip. This was a committed group of track drivers, some with racing experience, Dexter Autosport drivers and dedicated UCR DE'ers. Our gang included: Brent Byers, Geoff Chandler, Howard Dexter, Barry Dickson, Doug Fregin, Abe Reinhartz, Brad Usherwood, Courtney Walsh and myself. We had so much fun at Camp 4S in Quebec last year that we put Finland in our calendars for winter track driving for 2014. And what a fantastic learning experience we had!

Porsche and track talk started immediately as we departed in the wee hours for Finland. I was pumped. A fleet of brand new Porsches awaited us to drive for the next three days on ice tracks that would be more challenging than our Camp 4S experience. I heard that the cars and the tracks would be faster and the speeds would be higher, thus taking the techniques of entering and exiting a skid and carrying a drift to a new level. I felt like the luckiest girl in the world.

The hotel where we stayed was truly Finnish, with Scandinavian decor and dinners



of fondue and reindeer. The School had 40 students in all—from Australia, New Zealand, Germany, Canada and the US. The landscape was pine forests everywhere. The tracks were on a frozen swamp, which they start to prepare in the fall. There were seven different track configurations that I recall, with two being exact replicas with a ratio of 1:5 of trademark European tracks—Spa in Belgium, and Catalunya in Spain. We also had dog bone tracks and large-and small-circumference circles to tune up our constant drifts.

The Porsches—oh the Porsches—were beauties: 911 Turbo S, 911 Turbo, C4S, Cayman S and Boxster S—all 2014 models. All were prepped with 4mm spikes in the tires. Our mission was to learn the different car configurations with varying horsepower and torque, and how the handling of the Turbos differed from the C4S, and from the agility of the Cayman S and Boxster S. Blue, red, yellow, white, black, grey—we chose our favourite Porsche colours like candy.

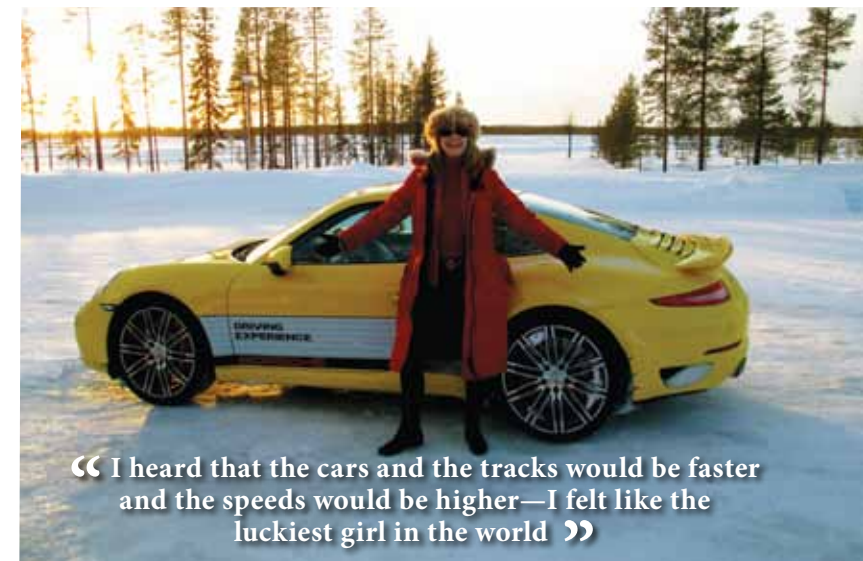
The difference between Ice-Force Master and Camp 4S was noticeable: more seat time and a higher expectation of skills. Last year we spent time practicing the rally flick and drifting techniques and incorporated them on the tracks. This year, we had to know how to do them in our sleep to successfully navigate the tight, narrow and challenging corners of the handling tracks. Sure, the first morning was tuning up on a slalom course to enter and exit a drift but the momentum picked up quickly to the next course to do a rally flick and then immediately drift a half circle and finish with drifts through a slalom course. The sessions had a very quick pace with constant movement and no line-ups or waiting. I knew I was in with a hard-core group of drivers, racers, instructors and I wondered how I would do.

My first challenge came when I got queasy after the first morning session. I excused myself from the next exercise while I hugged a tree. I'm sure everyone, including the instructors, thought the girl had folded already. I had some lunch and went back out with the gang. I

found out I wasn't the only queasy one and I handed out my organic non-drowsy graval like crazy for the next three days. It worked like a charm.

I missed no more sessions. I listened attentively to the instructors on the radios we had in each car and to my co-drivers Brad, Abe or Courtney—they are exceptional drivers and give impeccable advice. I am a visceral person, so I know by the feel and the feedback of the car if my technique and line is right or off. We all helped each other and cheered each other on. The camaraderie was high. Of course, we teased each other on the radios when someone spun out with all eyes watching, stuffed the beautiful Porsche in a snow bank or beached it on top of a two-tier snow bank and had to get towed out by one or two Cayennes. Everyone heard everything on the

continued on page 26...



“I heard that the cars and the tracks would be faster and the speeds would be higher—I felt like the luckiest girl in the world”



...continued from page 25

radios, so egos were humbled quickly. The tradition continued—whoever had the worst snow bank stuffs had to buy a round of drinks that evening at the bar.

I had a blast of a time. I learned tons and hope to transfer these skills to my track driving and on the roads. I strive to improve. I am a car enthusiast.

How did this girl do? On the final evening at our Farewell Dinner I was recognized as “one of the guys” by our gang, perhaps the biggest compliment that could have been given. They complimented me on my commitment, facing my challenges, my successes, and frankly, nailing it in the final session. I got in the “zone” when I drove on my own in the last session and everything came together for me. I didn’t see this coming, it just happened. I felt a rhythm and flow with my flicks and drifts, transitioning right hand hairpin turns to left-handers with no time to think. I felt I could have done lap after lap on what was the fastest and toughest handling ice-track and two tracks combined. I felt great. I didn’t feel I was going fast, but I heard Lars, our instructor, and Brad who were in the car behind me come on the radio yeehawing

saying I was keeping pace. I was proud of myself and I knew the guys were proud of me too. I received the Recognition Award that evening from the instructors for our group for showing the most improvement. A Porsche! Well, a 4-inch limited edition replica of the instructor Porsche Turbo, but I look at it with a smile. We all got advanced to Ice-Force Master S, the next and final level.

A huge “Thank You” to Lars Berg and Niko Castrup, our two Porsche instructors extraordinaire (and

story continued on page 28...



“The Porsches—oh the Porsches—were beauties: 911 Turbo S, 911 Turbo, C4S, Cayman S and Boxster S—all 2014 models. All were prepped with 4mm spikes in the tires”

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...continued from page 23



racecar drivers), who gave us precise feedback to challenge and push our skills. We appreciate their dedication to us and we hope to get them to CTMP someday. And a big thanks to Jennifer Cooper, Drive Event Manager with Porsche Cars Canada, who listened to our every lie on the bus or at the bar. Also, to Gus Haddad, the US member of our gang and we hope to see him again at a track here someday too. I was able to catch up with Neil Drew, of PCA Melbourne; I met Neil and his wife Phyl, on my Croatia Trip with Porsche Travel Club last fall. Neil brought his two sons to Ice-Force Master and was with a great group of Aussies and Kiwis who had way too much fun too. To Howard for organizing our group and Brad, Abe, Courtney, Brent, Doug, Geoff and Barry—I had a blast of a time and I think we all feel like the luckiest people on the planet to share such a great adventure. We love the Porsches, but it really is about the people. 🚗



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By Kye Wankum,
UCR Member

Vintage Racing with the Toyo R888—Part 3

US Vintage Grand Prix at the Glen

Photos by Daniel Mainzer

One of the most popular dates on the annual North American vintage racing calendar—and a steadfast SVRA (Sportscar Vintage Racing Association) event for many years—is the September event at Watkins Glen, NY. For many years known as “the Zippo” reflecting the main sponsor’s name, it is now called the US Vintage Grand Prix. This year, it will be held from September 5th through the 7th. Over the years, I have participated in the event many times and, with its location in the hills around the beautiful Finger Lakes south of Rochester, one never knows quite what the weather will bring at that time of year. From beautiful sunshine and temperatures in the high twenties to miserable cold and rain, I’ve seen it all and, in fact, it can change that much from one day to the next, from one extreme to the other there.

Quite a few of our fellow club members have been competing here in their Porsches in a race event that now comprises 12 race groups, each with multiple sub-classes, determined by age, engine size, modifications made to the original car, etc. Last September, I saw Del Bruce, Dave Margolis, Michael Steplock and Doug Kurtin. Per-



sonally, I run in a vintage/historic group for sports cars built prior to the end of 1972 with my 1968 911-L. This is Group 8 and it is by far the most heavily populated, with 55 cars taking to the track on the Saturday last year!

SVRA used to be much stricter with their acceptance criteria so that only cars that had actual racing history prior to 1973 would be allowed. Now, as “real” cars have gotten ever more expensive, and as the rental of race tracks has followed suit, and as the ownership of these racing organizations is somewhat more focused on profit rather than just the pure enthusiasm of their owners, all comers are welcome, as long as they are prepared in a period-correct way. The car I ran in the 2013 event is the one fellow member Greg Doff and I purchased 25 years ago when we first started racing and which bears a dash plaque from stricter days: Certified Historic Race Car.

Over the years too, the numbers of participants have grown and shrunk as dictated by factors like the economy, although this event has always been one of the largest vintage racing events on the continent—from approximately 450 racecars last year to as many as 650 in the heydays. And the quality of the participating vehicles has generally always been very good here, although again, with the rising prices of exotic factory racecars, their numbers are diminishing. I remember seeing several “Plastic Porsches”, such as 904s, 906s, 910s and all the way to several 917s taking to the track here in the past and being raced hard; last year I only counted one of them, a Martini liveried silver 917.

The event is also one of the very favourites for many spectators and, typical of vintage racing, one where we can get close up to the vehicles and rub shoulders with the drivers—some of them quite well-known, such as Brian Redman, Vic Elford, and one of my former professional co-drivers, Doc Bundy. That aside, there are a great number of supplementing activities, from the show and shine car shows and marque reunions (you’ve never seen so many Datsun 2000s in one place), the great variety of vendors, the re-enactment of days of old when the racing actually went through the town of Watkins Glen—now paid tribute to by a three-lap parade of many of the race cars on the old track, to the street party and festival on Watkins Glen’s main street that night. The entire town of Watkins Glen gets in on this festive happening. It truly is a fun event for the car enthusiast and the entire family. While there may not



be much in the way of shopping, there are beautiful restaurants and wineries aplenty in the surrounding hills, plus opportunities for other outdoor activities in Watkins Glen State Park and the Watkins Glen Gorge Trail. And it’s all just four and a half hours drive away from central Toronto.

As far as the weekend’s racing went for me, I certainly faced some challenges. First, there were my own, as I had not been at this track in a vintage car since winning the SVRA Endurance Championship in 1999, plus I appeared to be decidedly underpowered when compared to my colleagues in similar cars from the US. Then there was the on-again, off-again fuel pump causing the engine to quit at some critical moments, causing me to forfeit the Saturday Endurance race when the car wouldn’t re-fire after the mandatory pit stop.

And, as I have mentioned in previous articles, the Toyo R888 tire really is quite sensitive to temperature changes, resulting in so much more performance to be had from this outstanding motor sport tire if one is willing to keep playing with the minute details, such as the pressures from front to back and side to side. The weather that weekend was all over the map, as we had track temperatures of 65°F on Friday morning, rising to 90° in the afternoon, only 68° on Saturday and 55° track temperature on Sunday for my feature race. In order to achieve even growth in tire pressure at all four corners, we actually used staggered cold pressures to get there.

On a race weekend, there really isn’t enough time to play around, as on-track sessions are numbered and on-track time at busy events such as this very limited. Plus, the weather was very inconsistent. One move



Michael Steplock leads the parade through the streets of Watkins Glen.



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...continued from page 37

in the wrong direction with tire set-up would result in a wasted session. As before, we started with the cold pressures recommended by Toyo's technical staff and ended up with good and even growth all around. The temperatures across the tires also were very even, while we never did achieve the desired operating temperature of 160 to 180°F. We ended up in the low 120s range. More work to be done this year!

One aspect of the Toyo R888 that deserves special mention here is its wet-weather capability—I am talking about the unshaven tire, off the shelf. My feature race on Sunday was delayed by almost an hour while we waited for the heavy downpours to subside. Not everyone has the nerve to test their mettle in the wet,



Silver-liveried Porsche 917 in the Watkins Glen garages

but for me it's always been special and in this case once again the great equalizer against my more powerful opponents. When race time finally arrived, I tried out different areas of the race track, moving around quite a bit during the warm-up lap and, by the time the green flag dropped, I had so much confidence in the tire that I just went for it, into the cloud of spray and barely visible rain lights of the cars ahead of me, passing several right on the start. When it was all over, I had eked out a third in class, which surely made up for my somewhat dismal performance all weekend, while many of the original 55 of the group did not take to the track at all.

See you at Watkins Glen in September—come check it out!



2014 Fun Runs

Sign up now!

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



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 |
| 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 continue 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 |





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Ready to race

The 2014 GT3 Cup Challenge kicks off May 17



By David Forbes, UCR Fun Run Chair

Photo by ColourTechSouth

Tim Sanderson racing in May 2013's kick-off event at CTMP

As Fun Run Chair, I have helped members participate in Fun Runs. Last year, members gave their time and resources to host twelve of these easygoing, truly fun-filled driving tours, with over 400 participants.

In 2013, my wife, Anne, and I also attended all of the Ultra 94 GT3 Cup Challenge Canada by Michelin events—five ultimate racing weekends. Each weekend has two races, Saturday and Sunday, with 18 to 20 997 GT3 Cup Cars in each race. There are two classes in each race—Platinum, with 2010 to 2013 GT3 Cup Cars, and Gold, with 2005.5 to 2009 GT3 Cup Cars.

At each event, spectators (a fitting pastime for UCR members) have an opportunity to get close to the race cars as well as converse with the drivers and teams. Some of the drivers, such as Shaun McKaigue and Tim Sanderson, have graduated from Porsche Club DE to Club Racing to Regional Racing to IMSA. These drivers, having fast cars

and kind hearts, support Kids with Cancer and homeless youth through their racing events.

Each of these race events is a fantastic opportunity to see the car that we love driven to the limit. Like a Fun Run—but at a much different speed—getting out to watch a Cup race is a rewarding pastime for UCR members.

This year's Ultra 94 Porsche GT3 Cup Challenge by Michelin race schedule is as follows:

May 17-18 – Canadian Tire Motorsport Park
 June 21-22 – Catabogie Motorsport Park
 July 19-20 – Honda Indy – Toronto
 August 9-10 – Grand Prix de Trois-Rivières
 August 30-31 – Canadian Tire Motorsport Park

More info on the series can be found at:
<http://www.imsa.com/series/gt3-challenge-canada>



Photo by Jim Hoddinott

Shaun McKaigue celebrating his second place finish in Atlanta.



ADVERTISER OF THE MONTH

Paragon Competition

Way more than meets the eye!

By Kye Wankum, UCR Member; photos by Paragon and the Author

Late last year, I finally managed to catch up with our long-time advertiser and club supporter, Joe Chan and his company Paragon Competition, along with UCR's newly appointed advertising manager, Clive van Wert. Visiting with Joe was quite an eye-opener, as we had no idea of all the different areas he and his company keep busy with. But that just reflects what is so typical of Joe and his quiet and modest demeanor. He just works away quietly and professionally—without too much fuss.

First, there is the beautiful store, where they stock a very nice selection of just about anything an enthusiast driver, trackie or racer might need. From helmets, to driving suits, shoes, gloves and HANS devices, and even to racing seats, harnesses and competition suspension items, the list goes on. Many items are in stock and can be taken away on your visit. Check out their website for a better sense of all of their offerings.

But the store is really just the introduction to Paragon, as we found out when Joe led us through the doors at the back of it and into the adjacent warehouse. Here, in the neatly arranged rows of shelves, on the hoists and under the car covers, Joe introduced us to another world.

Little did I know that Joe is an avid and very established racer, as he showed us his Cobalt racecar on the hoist. In fact, the name "Paragon Competition" came from their racing team, Paragon Motorsport, which has fielded campaigns in the Ontario Challenge Cup and in the Grand Am ST class. Experience gained from the Firestone Fire Hawk, Michelin



Enduro, Motorola Cup, and Canada GT Challenge Cup, has brought their team numerous victories and championships. They understand the needs of motor sport enthusiasts, the racers, and their teams, and so they stock only the best brands. Many of Canada's top racing teams and motorsport enthusiasts depend on their knowledge and experience, and their team of dedicated professionals is able to provide race-winning solutions, for track days, karting, road-racing and rallying.

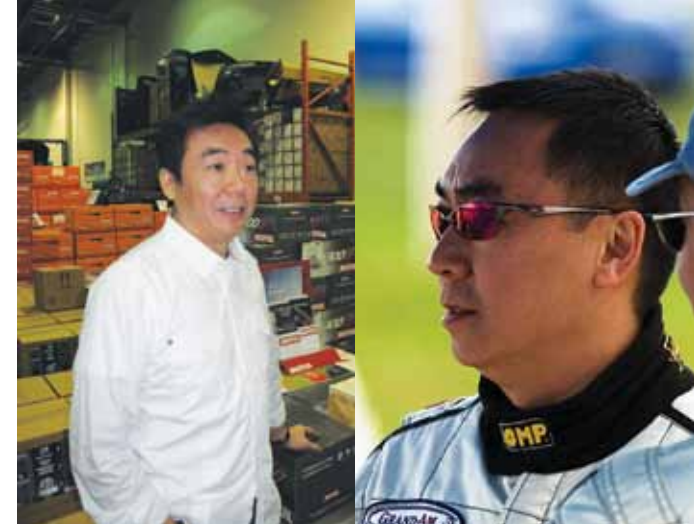
Also under cover in the warehouse, Joe unveiled his beautiful and immaculate 997 Turbo in grey metallic—what a gorgeous car! Joe uses a license plate decal that he had custom-made on the front of his car, so as not to spoil the looks and aerodynamics but he says that, while that is perfectly legal, he has to educate the odd police officer when they decide to pull him.

But back to the warehouse: we saw piles and piles of boxes, as well as drums of Motul Motor Oil and other lubricants; turns out that one of the mainstays of the

business is just that: oils and lubricants for the automotive industry on a commercial supply level.

As it happens, the 2013 season had come to an end with a celebration: the Paragon Competition GS Camaro wrapped up the GT Challenge GS title and the Team Championship title. Having missed two races of the season, the team came into the crucial round of the 59th running of the BEMC 3-hour endurance race at Mosport in the fall. A double points race, this would be the deciding event for the title. They were 26 points behind the current GS class points leader, but the team was focused and ready. The pit stops were the key and, at a full-course yellow, just after the half way mark, the Paragon Camaro came in for 17 gallons of fuel and a driver change. Executed flawlessly, they got the Paragon Camaro out of the pits at the minimum required time and, running a good pace, their Camaro led and won the 3-hour endurance race, taking home maximum points and the lead in the GS class.

Paragon Competition offers many services; these include the building of customer cars, be it for street or track; optimizing a car's performance; damper service and rebuilds, including dyno tests, oil change and recharging with Nitrogen; shock absorber re-valving; autocross and solo racing vehicle set-up; suspension systems from Moton, Bilstein, H&R and



Hypercoils; brake system optimization, including using lubricants such as Castrol SRF, Motul RBF600 and Endless RF650; and, of course, all the safety gear required for every driving experience, from street to DE, autocross, regional and pro racing.

Please look up Joe Chan and Paragon Competition at 1681 Langstaff Road in Vaughan, ON L4K 5T3, by phone: 905-760-9996 or e-mail: www.info@paragoncompetition.com or www.paragoncompetition.com/



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Lunch Banquet to follow
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905-685-6775 or email:
vaughn.warrington@nbpcd.com

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

THE PORSCHE-PHILE

An interview with
Bruno Vendittelli



By Stewart McKinney, Porsche-Phile Editor

You mentioned to me about your first view of a Porsche and how it got you hooked, can you tell us that story?

My family had a gas station that I worked at during the summers, the local Porsche dealership in St Catherine's brought cars in for fuel each time there was a test drive so I really became interested in Porsches after seeing the new cars come in each day. On my 16th birthday the top salesperson for the dealership knew of my love for the cars and surprised me by taking me for a ride in an brand new 1986 Carrera.

What are the aspects of the club you like the most?

The biggest aspect is that when you go to an event there are nice, like-minded people who share the love of Porsche and like to share stories about their cars. In addition, the track events are great, the track instructors are always so helpful and it make it a very pleasurable day.

Any funny or interesting stories you would like to share about your car?

The car I currently own is the '87 Carrera and I wanted to take my children, who were three and four years old at the time, on drives with me and my wife. In order to feel that they were safe, I had booster seats made for the back seats, along with shoulder seatbelts. It took some time to find the right material to match, but they looked great in the end, and the kids were able to travel with us to events and family excursions. I hope my kids catch the Porsche bug someday, right now they are into computers and glued to the TV...but I have hope.

When did you join PCA?
I joined in 2000.

What Porsches do you currently own?

I have an '87 Carrera, and a '02 911 Turbo. In the past I had a 1955 356 and a 1996 Boxster. Silver exteriors with either red or blue interiors are my favorite colour combinations and all of my current and past Porsches have had this colour combination.

Any past cars that hold a special memory?

The 356 was an excellent car, it was a pleasure to drive and was a really nice looking car with a silver exterior and a blue interior with corduroy seat inserts. The car won first in class at the PCA Concours when I owned it. I bought it for \$20K in 2003, and sold it for almost double my money a few years later. I have been keeping track of it and it recently sold for 135,000 euros.

ARE YOU A PORSCHE-PHILE?

Join in our member profile page!

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

TRACKTALK



Dave Osborne
UCR Track Chair



Photo by 303 Imaging

Those who have already signed up for events on the 2014 DE Schedule have probably noticed the rates are slightly increased this year. In keeping with my promise to have any increases reflect our actual increase in costs, I thought I would use some of this space to share this information with you. This is boring stuff, so don't hesitate to grab a coffee before you continue.

I'm sure you're all aware of the constant improvements the owners of Mosport have made over the past three years. Due to their increased investment and some changes that are clearly to our advantage, the daily track rental increased \$2,250 per day over the first two years. By decreasing some of our other fixed costs and making sure you were getting the biggest bang for your bucks, we managed to keep our rates at the same levels through the increases. This year is a small exception.

Our IDS has now increased from \$250 per day to \$295, taxes included. Not a large increase over three years. If anything the increased attendance at Driver Education Events has gone a long way toward absorbing the Grand Prix Track cost increases. That leaves us in a difficult spot when it comes to IDS. Since only one third of IDS participants move on to the DE program

it wouldn't be fair to subsidize those days with DE revenue. It's also more difficult to increase the number of attendees without jeopardizing the quality of their education. The new facility that houses the Driver Development Track and Skid Pads has increased in cost from \$2,500 per day to \$4,000 per day. We've also lost our Water Truck subsidy, so five hours of water has gone from \$150 to \$450. There are no incidentals in this program to cut, so the increase in price is warranted.

Our two day Driver Education Events on the main track have now increased from \$325 per weekend to \$350 (HST included). Again, another small increase in order to offset some pretty large expenditures. As I mentioned previously, we depend on your participation to dilute the impact of these changes. The Grand Prix Track rental has only gone up by \$250 per day this year resulting in a very reasonable increase that totals \$3,000 over the season. However we are going to the New Track in August this year for a joint IDS/DE. It would be too much to ask the Instructors to come to a new track, teach at the IDS and have DE students as well, on a track they had never driven on. The answer to that problem is to have the IDS on Friday August 15th with some Instructor and perhaps Black Run Group training and then have the two day DE on the

balance of the weekend. That's an increased cost of over \$8,500 on that weekend, not covered by revenue. With some modest increases in support services the DE program has to absorb another \$13,000 in 2014. It adds up quickly doesn't it?

I think I mentioned that we were also having radio issues. Some of the old ones were only good in the paddock and our newest ones were great unless you were near corner six. If Malaysian Airlines had handheld radios, these would be the ones. You make a sharp left at 5C and you are never heard from again. Rather than sending out ships and planes to find everyone, we decided to spend over \$8,000 to provide new digital radios and a base station for the tower.

The good news is that we should be all set for a few years, with a strong healthy program in a strong healthy club. It sure beats having a telethon. There you have it. Everything you never wanted to know about our budget. I think I'll lie down now. This stuff makes my head hurt.

With both Spring IDS programs complete we can now look forward to the new DE season. I'd like to remind those who are curious about our programs, but aren't sure that they want to dive in with both feet, we have something for them. It's called the Track Sampler. There is no preparation required and

your car will never be on the track. You register for it, and then come out and spend a Saturday with us and experience the event with our helpful guides. It's a great way to find out if the DE program is right for you without any commitment. All the information and the registration form can be found on the Club Website at pcacur.org under the Driving Events tab.

It's May, what are you doing sitting around reading this crap? Wash your Porsche and go for a drive. Come to a DE event and improve your driving skills. You'll love it!

See you trackside,

Dave



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HELP WANTED!

Provinz is recruiting an assistant editor.

If you love Porsches, like to write or edit and would like to volunteer some time each month, please contact Editor Emily Atkins at: porschemily@rogers.com.



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PERIPHERAL VISION

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



John Adam
UCR Historian

In mid-May we will be touring Vancouver Island for the second successive year followed by a multi-event Porsche Club weekend on the west coast at Ucluelet.

PCA Zone 1 will host the Annual Zone 1 Clash at the Glen May 30-June 1. It should be a great club race weekend. This is a glorious opportunity to take a long, leisurely spring drive across New York just for the fun of it. Complete information is available on the Zone 1 website zone1.pca.org

Bookings are open for Zone 1 DE at The Glen June 6-8, CVR at The Glen June 16-17 followed by Niagara at The

Glen, June 18-19 and Potomac Region June 20-22. An awesome opportunity for up to seven days on track! The weekday events are less crowded than Zone.

In my review of Watkins Glen area hotel rates I found none worth recommending at the prices being asked. I think they are outrageous.

Further afield, why not have a look at the Rennsport DE dates at Le Circuit Mont Tremblant and also various PCA dates at Mid-Ohio. Hotel rates are reasonable.

Next month, Parade is in California. We have been frequently recognized for our leading efforts for membership, charity, newsletter, website and members have received the Zone Reps Award and the Enthusiast of the Year Award as well as Region of the Year. Regretfully, we will miss Parade this year and will wait for news to arrive electronically from the banquets once again recognizing UCR.

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



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519 576-9972 fast@furtmair.com

German Autotech Inc
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519 880-0227 mike@germanautotech.ca

J.B. Hunter Motorsports
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905 272-5137 brent@huntermotorsports.ca

Leny's Automega
275 Dundas St E. Missauga, L5A 1X1
905 803-8473 john@lenysautomega.com

Mantis Automotive
1029 Speers Rd. Unit 5 and 6
Oakville, L6L 2X5
905 844-6219 david@mantisautomotive.com.

Marc Plouffe (Lumpmeister)
3125 Princess Blvd. Burlington, L7N 1G5
905 681-0869 lmpplouffe@sympatico.ca

Porsche Centre Oakville
2250 South Service Rd. West, Oakville, L6L 5N1
905-825-4530 www.oakville.porschedealer.com

Porsche of London
600 Oxford St. West, London, N6H 1T9
519 601-1322 Service Manager: Mike Salter
mike@porschelondon.com

RSP Motorsports
15 Springfield Way, Komoka, NOL 1R0
519 474-7700 info@rspmotorsports.com

Tatra Motor Sport
100 Bessemer Rd. Unit 2, London, N6E 1R2
519 870-9642 alexveronac@rogers.com

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