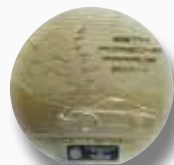


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PCA regional magazine

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Photographer Michael A. Coates.
See full story on page 22.



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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

MAY

3	Sat	Muskoka Spring Fun Run	15	Fri	UCR Introductory Driving School, CTMP (New Facility) and Solo Lapping (TBA)
6	Tues	UCR Board Meeting	16-17	Sat-Sun	UCR Driver Education, CTMP (New Facility)
10, 11	Sat-Sun	UCR Driver Education, CTMP (Main Track)	24	Sun	UCR Autocross, Toronto Star, Woodbridge
13	Tues	UCR Social	24	Sun	Hearth Place Fun Run & Car Show
31	Sat	Porsche of London Fun Run			

JUNE

1	Sun	UCR Autocross, Toronto Star, Woodbridge	2	Tues	UCR Board Meeting
3	Tues	UCR Board Meeting	9	Tues	UCR Social
6	Fri	Driven 2 Smile Charity Event & Solo Lapping (Red & Black Groups) CTMP (Main Track)	13	Sat	Porsche of London Fun Run
7-8	Sat-Sun	UCR Driver Education, CTMP (Main Track)	19	Fri	Braidan Tire "Wheels for Humanity" Charity Event & Solo Lapping (Signed-off groups) CTMP (Main Track)
10	Tues	UCR Social	20-21	Sat-Sun	UCR Driver Education, CTMP (Main Track)
14	Sat	Bear Manor Niagara Escarpment Poker Fun Run	21	Sun	UCR 2014 Concours Legendary Motorcars, Milton
15	Sun	Father's Day Yorkville Exotic Car Show, Toronto	27	Sat	Muskoka Fall Fun Run
22	Sun	Tire Rack Street Survival School, Seneca College Campus, Finch Ave. & Hwy 404	28	Sun	Tire Rack Street Survival School, Powerade Centre, Brampton

JULY

5	Sat	Niagara Fun Run	5	Sun	UCR Autocross, Toronto Star, Woodbridge
6	Sun	UCR Autocross, Toronto Star, Woodbridge	7	Tues	UCR Board Meeting
8	Tues	UCR Social	11	Sat	UCR Rally
12	Sat	UCR Rally	14	Tues	UCR Social
18-19-20	Fri-Sat-Sun	UCR Driver Education, CTMP (Main Track) with NNJR	18-19	Sat-Sun	UCR Driver Education, CTMP (Main Track)
26	Sat	Blue Mountains Rivers & Lakes Fun Run			

AUGUST

5	Tues	UCR Board Meeting	4	Tues	UCR Board Meeting
8-9-10	Fri-Sat-Sun	Solo Lapping at UCR Club Race (Signed-off groups) CTMP (Main Track)	11	Tues	UCR Social
12	Tues	UCR Social	22	Sat	UCR Awards Banquet

SEPTEMBER

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)
21	Sun	UCR 2014 Concours Legendary Motorcars, Milton
27	Sat	Muskoka Fall Fun Run
28	Sun	Tire Rack Street Survival School, Powerade Centre, Brampton

OCTOBER

3-4-5	Fri-Sat-Sun	Targa Prince Edward County
4	Sat	South Western Ontario Long Hood Meet, Campbellville
5	Sun	UCR Autocross, Toronto Star, Woodbridge
7	Tues	UCR Board Meeting
11	Sat	UCR Rally
14	Tues	UCR Social
18-19	Sat-Sun	UCR Driver Education, CTMP (Main Track)

NOVEMBER

4	Tues	UCR Board Meeting
11	Tues	UCR Social
22	Sat	UCR Awards Banquet

DECEMBER

2	Tues	UCR Board Meeting
9	Tues	UCR Social

PRESIDENT'S FORUM



By Walter Murray, UCR President

This fall has truly been spectacular in Muskoka. The leaves have been on fire, with reds and oranges of all shades lighting up the forests. Last weekend was a canopy of colour attracting tens of thousands of people. We really feel blessed to live in the region despite the fact winter can bring some significant white stuff.

As the season changes, Upper Canada Region is heading into the last few activities of the season. Last Saturday saw another successful Muskoka Fun Run, and Sunday showcased two major events. A very successful Concours with almost 70 cars was held at Legendary Motor Cars and the Tire Rack Street Survival Program with almost 60 young adults participating. Our thanks to David and Anne Forbes for the Fun Run, Mario Marrello and all of the volunteers for Street Survival, and Chris Ralphs, Kye Wankum and Richard Shepard and the team for one of the best Concours ever.

This weekend, Oct 4th and 5th, will bring us Targa Prince Edward County which I'm sure will be another great event. Let me thank Peter Oakes for all his great work in putting it together. Later in October we will have had the South Western Long Hood meet in Campbellville, an Autocross, a Rally and the final DE of the year. Throw in October and November Socials as well. Thanks to all involved for these great events.

Don't forget the year-end Awards Banquet where we will hear from Alexander Pollich, President of Porsche Cars Canada. This promises to be a most enjoyable evening and given Porsche worldwide has had an awesome year,

it will be interesting to hear from Alex. *Provinz* Editor Emily Atkins will also speak on being a "Late-blooming motorhead". It will be fascinating to hear about her transformation into a full-blown, octane-fueled car nut.

Effective December 1, I am about to join a historic list as Past President. We have had 31 Presidents over our 39-year history. The fact I find amazing is the number of those who are still very active in the club. I know at least 16. If I could provide a list of long-term members active in the club, it too would be lengthy. This speaks volumes for what UCR is all about and the great members we have. If you have not experienced some of our many events, sign up early for next year and enjoy.

So in signing off, let me again thank all of the wonderful volunteers who make it happen. I would love to list all I have had the pleasure of working with over the last two years, but I might inadvertently miss someone. I also want to again thank the Board for all the great work they have done.

I would be remiss if I did not extend a heartfelt thanks to all our advertisers and sponsors. You are great supporters of UCR and a very important part of the fabric of a dynamic club.

I have been honoured to have been your President for the last two years; I know the new team going forward will continue to maintain and grow UCR's heritage.

Respectfully,
Walter

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

Name	Location	Model	Thanks To
Maziar Amirlivari	North York	14-Panamera	Downtown Porsche
Frederick Andrew	Etobicoke	14-Cayenne	Downtown Porsche
May Aoun	Oldcastle	14-Cayenne	Porsche of London
Murryanna Bahadoor	Oakville	14-Cayenne	Downtown Porsche
Gary Beniot	Belle River	14-Boxster	Porsche of London
Darrell Bruce	Toronto	15-Macan S	Downtown Porsche
Michael Burke	Toronto	15-Macan T	Downtown Porsche
Rajiv Chail	Toronto	15-Macan	Downtown Porsche
Sherman Chan	North York	15-Macan S	Downtown Porsche
Zoey Chen	Toronto	15-911	Downtown Porsche
Henry Ching	Markham	14-Cayman	Downtown Porsche
Alex Chung	Stouffville	11-Panamera	Downtown Porsche
Michael Clark	Burlington	14-Cayman	Downtown Porsche
Gary Claxton	Gormley	15-Macan S	Porsche of London
David Dozois	Kingsville	01-Boxster S	
Morgan Elliott	Guelph	15-Boxster	
Joe Fuda	Toronto	13-911 C2S	Downtown Porsche
Yuniv Geler	Toronto	15-Macan	Downtown Porsche
Catherine Gilmour	Severn Bridge	14-Cayenne	Downtown Porsche
Jay Gould	Toronto	15-Macan S	Downtown Porsche
Harold Hands	Markham	15-Macan S	Porsche of London
Ann Heide	Ottawa	11-Cayman S	
Martine Holjevac	Hamilton	14-Cayman	Downtown Porsche
Mel Hsu	North York	14-Boxster	Downtown Porsche
Yan Jiang	North York	14-Cayenne	Downtown Porsche
Andrea Johnstone	Gormley	15-Macan T	Downtown Porsche
Klaus Kachel	Ashburn	14-911 C2S	Downtown Porsche
Anthony Kafato	Burlington	14-Panamera Hybrid	Porsche of London
Larry & Glenna Kotseff	Kitchener	02-Boxster S	
Frank Law	Markham	15-911 C2S	Downtown Porsche
Eric LeBlanc	Kingston	89-911	
Jonathan Lee & Joanna May	Ajax	99-911	
Philip Lieberman	Toronto	14-911 C4S	Downtown Porsche
Linda Mackay	Mississauga	14-Boxster	Downtown Porsche
Jean-Pierre Mongeau	Dorval	01-Boxster S	
Ian Morck	Aylmer	86-911	
Rino & Nancy Mostacci	Grimsby	06-911	
Nick Nicolaou & Susan Cockburn	Minett	08-Boxster	
Eric & Wendy Orchard	Stratford	01-Boxster	
Robert Rames	Toronto	06-911 C4S	
Greg Reed	Toronto	15-Macan S	Downtown Porsche
Rhonda Roberts	Newcastle	15-Macan S	Downtown Porsche
Conrad Santos	Toronto	12-911 C2S	Downtown Porsche
Jeremy Saunders	Toronto	90-911 C2S	
Gary Scandlan	Morrison	15 Cayman S	Porsche of London
Andrei Skarine	Toronto	07-911 T	Porsche of London
John Skowronski	London	14-Boxster	Porsche of London

Name	Location	Model	Thanks To
Peter Smyrnios	Toronto	15-Macan S	Porsche of London
Brad Stewart	Stittsville	14-Cayman	
Jack Streef	Woodstock	14-Cayenne	Porsche of London
Harris Sukhera	Toronto	15-911	Downtown Porsche
Sandeep Syan	Brampton	66-912	
Alexandra Szlachcic	Mississauga	12-Cayenne	Downtown Porsche
Joe Tsang	East York	15-Macan S	Downtown Porsche
James Vallance	Toronto	15-Macan S	Downtown Porsche
Tom Van Essen	Mississauga	14-Cayenne	Downtown Porsche
Amar Varma	Toronto	13-Cayenne	Downtown Porsche
Martin Withers	Bright's Cove	15-Macan S	Porsche of London
Wai Mun Wong	Markham	15-Macan S	Downtown Porsche
Zheng Zhang	Markham	15-Macan S	Downtown Porsche

Congrats! ANNIVERSARIES

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

45YEARS

John Pliniusen

25YEARS

Chris & Petra Peitchinis

20YEARS

Franz Chwojka
Geoffrey Davies
Delis & Christina Lus
Robert Ulicki

15YEARS

Andy &
Nancy Januszewski

Foad Sabet
Hassan Tauqeer
Mark & Valerie Wafer
Marty Walker

10YEARS

Jeff Ladouceur
Patrick Portelli
Nick Rinaldi
David & Lenka Watson

5YEARS

Wallace Bradley & Cindy
Knapp
Ron Gray
Paul & Jackie Green

Rheal Leveille
Peter Ribeiro & Daphne Dias
Bruce & Ann Trigg
Frank & Helen Valente
Verne Walker



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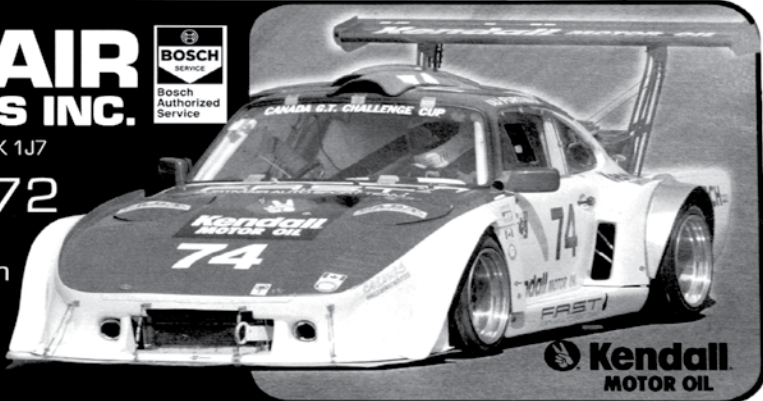
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SOCIAL EVENTS

By Laurel Ward and Kathleen Wong, UCR Socials Co-Chairs

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 vary 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



Coming Events

Date: Tuesday, November 11, 2014, 6:30-9:00pm

Venue: Mimico Cruising Club 416-252-7737 www.mimicocruisingclub.com

200 Humber Bay Park Road West (near Park Lawn Road & Lakeshore Blvd. West), Toronto, ON M8V 3X7

Speakers: John Evers, Porsche Cars Canada, Lorenzo d'Alessandro, 427 Auto Collision, and a representative from Downtown Porsche

After a Vehicle Collision - What You Need to Know to Make It Easy and Stress-Free

We all do our best to avoid an auto collision, but it's important to know what to do if you or a family member are involved in one. Should you sign the tow truck driver's form? When should you call your insurance company? Who decides where your vehicle should be taken for repair? How do you know if a repairer will do a good job? What are the choices that you can and should make, what are the benefits of doing a little homework and being prepared? UCR Vice President Mike Bryan will introduce our speakers and moderate a Q&A session with John Evers of Porsche Cars Canada, Lorenzo d'Alessandro of 427 Auto Collision, and a representative from Downtown Porsche. They will talk about the new Porsche Certified Collision Centre Program and why it's important to you that collision repair is carried out to manufacturer's specification. The increasingly wide use of new materials and technology in vehicle manufacture makes it essential to choose a repairer that is up to date with the latest training, tools and equipment. Lorenzo will also give us the inside track on what happens after a collision and how you can be sure your vehicle is restored safely and correctly, to pre-accident condition.

Kindly RSVP to: socials@pcaucr.org

Date: Tuesday, December 9, 2014, 6:30-9:00pm

Venue: Pfaff Porsche, 101 Auto Park Circle, Woodbridge, L4L 841 905 851 0852; www.pfaffporsche.com

Pfaff Porsche is kindly hosting our UCR Holiday Social and our final Social of the year. Join us for drinks and nibbles and enjoy the beautiful surroundings all the things Porsche. Catch up with your UCR colleagues and Pfaff Porsche staff to put the final touches on a wonderful Porsche year! Our friends at Pfaff Porsche will be raffling off Porsche prizes and the Pfaff Service Department will be open to offer all UCR members 10 percent off merchandise and parts. In addition, MacLaren Toronto, sister company to Pfaff, will also be open three doors over (33 Auto Park Circle) from Pfaff Porsche so we can view their exceptional vehicles. Look forward to seeing you there and wishing you all a wonderful Holiday Season.

Please RSVP to: socials@pcaucr.org



OCTOBER SOCIAL

Peter Cheney—a serious motorsports and Porsche enthusiast

Introduction by Laurel Ward, UCR Socials Co-Chair Article by Peter Hoffman UCR Member

I would like to thank Peter Hoffman for suggesting Peter Cheney as a speaker for a UCR Social. Peter Hoffman's article is below. You can feel Peter's excitement about one fantastic evening.

I would also like to thank Kim Viney for her invaluable help in pulling off a great evening, and to Michael Coates for capturing the Social in photos.

Congratulations to our raffle winners and "Peter Cheney trivia contest" winners: Hazel de Burgh, Neil Dowdell, Jason Figueiredo, Peter Hoffman, Deborah Howey, Jay Lloyds and Pat Van Atter.

If you have any ideas for Socials or venues - please email me at: socials@pcaucr.org. I love ideas and they come to fruition!

We had an excellent turnout for our October Social, where UCR members were thoroughly entertained by Peter Cheney, a national feature writer for the Globe and Mail, Drive section columnist and three-time winner of National Newspaper Awards.

Peter regaled us with words and pictures of his colorful life, from early times as an "army brat" in Germany. It was there that he initially acquired his love for Porsches through visits to the 356 Speedster factory.

Peter continued to be a "gearhead" growing up, spending some time as a Porsche mechanic in Vancouver before going on to be a reporter and investigative journalist first with the Toronto Star and then with the Globe and Mail.

During all this time, Peter continued to be fascinated by all things moving, from motorcycles and cars, to hang-gliders,



Isi Papadopoulos of the Trillium Chapter of the BMW Club of Canada and Mario Marrello, UCR Autocross Chair.



Photos by Michael A. Coates

Peter Cheney share a story.

ultra-light airplanes and gliders. Peter even spent some time in Olympic class catamaran sailboats. He kept pursuing these interests and one day he thought, would it not be great to combine his work in journalism with his love of cars. He proposed the idea of an automotive column to the Globe and Peter's dream career was launched.

For over an hour, he held us spellbound with his engaging stories and photos: hurtling down the Autobahn in a 991 C4S at 290 km/h, hang-gliding off a cliff, viewing historic vehicles in the Porsche factory museum, his son crashing a tester 997 Turbo through the family garage door, soaring above the valley in a single-seat glider, completing the Tail of the Dragon (unscathed) in his beloved Lotus Evora, driving 1,800 km top down in a Boxster with his even more beloved wife in the passenger seat cocooned up to her nose in an arctic sleeping bag, and riding one of his very early set of wheels, a pedal car with fins and painted graphics.

Peter drew us into his life and made all of us feel like his personal friends. We thank him for a most enjoyable evening.



L-R: Kim Viney, Peter Cheney, Mike Bryan, Laurel Ward, Peter Hoffman



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THE WAY WE WERE...

25 Years Ago

My rad hose developed a leak at Shannonville and a total team effort had me back on track by 3pm with a new replacement part. A planned increase in DE price would take it to \$75/day. The Rothmans-Porsche Turbo Cup Series was winding down its year. We enjoyed those races and still see some of the same drivers on TV from time to time. **Howard Dexter's** article got three letters to the editor, including one from **Ludwig Heimrath**. Howard was often controversial and I enjoyed his monthly articles.

20 Years Ago

Howard Dexter prepared his 928 for a track weekend and wrote a feature article. It was nice of Howard to mention all of the "good old boys". **Ben Ciantar** wrote about a tech session at **Rupert Bramall's** shop where they serviced fuel injectors. **Mike Hearnden** reminded us about **John Hughes**. He was a fellow Trackie who wanted so much to be with us in his 914 but he succumbed to cancer weeks earlier. We dedicated the weekend to him. We presented his T-shirt to **Mrs. Hughes**, who said that she would treasure it and keep it for their young son. It should be about the right size now. Perhaps the younger Hughes will have a Porsche someday soon.

15 Years Ago

Trackies **Bill Newby** and **Dennis Sakamoto** joined. **Jay Lloyds** was a five-year member. **John Van Atter** was attempting to raise \$20k in our Sweetheart Charity Auction. **Richard Bain**, **Yarko Matkiwsky**, **John Van Atter** and **Karl Thompson** were among those welcomed as new DE instructors by DE chief **Mike Acerra**. **Ben Ciantar** gave a crash course on the intricacies of Porsche part numbers. **Ken Jensen** went on at great lengths about the 1999 Parade at Tremblant.

Contributed by John Adam, UCR Historian



Election Notice

Porsche Club of America, Upper Canada Region, Inc. Announcing Board for 2015

In keeping with PCAUCR By Laws, nominations closed as of midnight Oct 23, 2014. As no nominations were received from the general membership, the following slate which was put forth by the Nominating Committee is hereby acclaimed to take office as of Dec 1, 2014.

Please be advised the following individuals are being recommended by the Board Nominating Committee to stand for the positions so indicated for 2015.

President	- Mike Bryan
Vice President	- Kathleen Wong
Past President	- Walter Murray
Treasurer	- Peter Oakes
Secretary	- Jill Clements
Director of Communications	- Mike Welker

Directors at Large

Mike Edmonds, Mick Oliveira, Robert Moniz, Sencer Erkaya, Hazel De Burgh



Help Wanted: PorschePhile Editor

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Want a great excuse to meet fellow club members?
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Please contact Emily (porschemily@rogers.com) if you
are interested or would like more info.

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TECH SESSION

Key Info

By Pedro P. Bonilla, GCR-PCA



Tech Editor's Note: This month Pedro Bonilla writes about the keys that come with our Porsches. Technological advancements abound on all automotive components, including keys, with keys providing much more functionality than just starting and stopping the engine. Read on and enjoy. Remember we are always looking for ideas and PCA-UCR Member submissions for Porsche tech articles, so submit yours via email to George@ONeillAdvisors.ca today.

This is **key info**, literally. We will try to give you as much "Key" information as possible in this article, as there's a lot of misinformation regarding this topic.

Most of our cars came with two keys from the factory. Many times, if the car is sold, the second key doesn't transfer ownership or the original owner may have lost or misplaced a key throughout the years so the car is left with just one key. I see this often when I perform Pre-Purchase Inspections.

It is good to note that the keyless entry (remote) is an option. Porsches do not come standard with remote controlled locks, so there are plenty out there with a good old-fashioned manual entry.

I ordered my 1998 with keyless entry and my car came with one key with remote and one manual key. Today, cars that are ordered with the keyless entry option come with two keys with remote.



A Porsche key is made up of multiple parts:

Blade: The mechanical portion of the key that actuates the tumblers in the lock.

Immobilizer Pill: A passive RF unique identifier, which allows the car to start.

Remote Control: Radio transmitter to set or open the locks/alarm and other.

Battery: Powers the remote-control operations.

O-ring: Helps keep the key water-resistant.

Fob: Contains all the parts.

The **blade** is laser etched and unique to each car. It only operates the mechanical tumblers in the door and steering locks. If lost or damaged, the factory can supply a replacement, as

each car's key info is stored in the manufacturer's archives. Visit your local dealer for this service.



The **immobilizer pill** is the security (anti-theft) feature in your car. It is a unique passive identifier, which reflects a string of numbers that must match what is programmed into the Central Locking Unit's (CLU) memory. Without this pill the car won't even crank, even if the blade is the correct one for the car.



The **Remote Control** is a small radio transmitter, and like the immobilizer pill, it sends a string of numbers that have been pre-programmed into the CLU to actuate the door locks, front trunk lid, rear trunk lid, etc. The remote control uses a common three-volt button battery which needs to be replaced every few years. The battery model is 2032.



The **Fob** keeps all the parts together in one easy-to-operate enclosure, which also is water-resistant to protect the electronics. It is important to note the fob is not water-proof and many have been damaged when sent through the wash cycle in a trouser pocket. If you purchase a new key fob, it will contain a new immobilizer pill and a new remote control with a new battery but not the blade. If you want to have a complete second (or third, or fourth) key, keep in mind you'll also have to order a new laser-etched key blade. The cars have the capacity to store up to four different remote/immobilizer combinations.



Sometimes the remotes stop working. What can it be? Several things:

The most obvious is a **dead battery**. Carefully pry open the fob and replace the battery. The telltale sign it's a dead battery is the red LED won't light up or will be very faint when one of the buttons is pressed. Note, the positive (+) side of the battery goes towards the outside of the fob casing.

If the car has been **parked for more than six days**, the remote's receiver is automatically deactivated. Open the door with the key, insert the key in the ignition and start the car. The remote is now active again.

You could also be "**Outside Lock-in Range**". If the remote transmitter is operated more than 256 times without reaching the associated receiver (eg vehicle out of range or vehicle battery dead or disconnected), the vehicle will not recognize the remote the next time it is activated. This can happen if the key button is pressed continuously in a pant pocket or purse. If the number of operations is less than 1024, it is possible to perform re-synchronization as follows:

- 1.- Switch on ignition with key and valid transponder.
- 2.- Switch off ignition.
- 3.- Remove key from steering lock.
- 4.- Operate remote within six seconds after the key has been removed. The lock-in range has now been reset to zero as is the case with every recognized remote operation.

The remote itself may be damaged. When a door doesn't open immediately upon depressing the button, what do we do? We press harder! After multiple times the delicate circuitry in the remote may break a circuit line or a component may just die.



Whenever you replace a remote or an immobilizer pill, they have to be programmed into the car's memory. The new fob with a remote and immobilizer pill will come with its factory security codes and they need to be input into the car's CLU using a Porsche-specific computer (PST-II or PIWIS), which Porsche Dealers and some independent shops have. This way, the old key blade is just transferred over to the new key fob.



For more information on keys and more, please visit my website: www.PedrosGarage.com.

Happy Porsche'ing,
Pedro



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The latest Porsche news



Alexander Pollich is Porsche Cars Canada's Chief Executive Officer. As the CEO, Pollich brings strong international experience to lead Porsche's Canadian presence. Expect to hear all the latest news from Stuttgart.

Your very own Editor speaks out



Emily Atkins, Provinz Editor, 2014 winner of the Betty Jo Turner Award for best overall PCA Regional Magazine, freelance auto writer and amateur 911 racer, will share her experience as a "late-blooming motorhead". As she says, "It is possible to have a high-octane transfusion after the age of 30!" It will be a fascinating journey

The menu with accompanying wines

Reception

Armani Pinot Grigio

Mushroom soup with garlic herb crostini

Wine TBA

Green salad

Filet mignon wrapped with hickory smoked bacon along with giant grilled shrimp
Wine TBA

Cherries Jubilee Flambé
Wine TBA

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

When: Saturday, November 22, 6:30 pm reception, 7:30 dinner

Price: \$90 per person

Where: Riviera Parque, 2800 Hwy #7 West at Creditstone, Vaughan, Ontario L4K 1W8
Three traffic lights east of Hwy 400. Stay in left lane, turn left onto Creditstone and then immediate left at traffic light into parking lot.

Information: Walter Murray murray.dexta@gmail.com

Registration: Registration is being handled on the clubregistration.net web site.

Closing date: Your booking or cancellation must be received by **Friday, November 14.**



Porsches don't melt

Porsche of London's second 2014 fun run

By Mike Salter, Porsche of London Photos by Jarod Arand, Porsche of London

After the great time we had in the spring, we were planning our fall Fun Run almost immediately after. All we needed was a destination that we had never been to before.

Phil, one of our Brand Ambassadors, suggested the drive to Lighthouse Cove in Essex County. We would all meet at the Lighthouse Inn, where the food is great and the owner is also a Porsche enthusiast. Perfect! Let's do it!

Phil and I planned a trial route, but our trial day started off gloomy, and our hopes of having the top down for the drive were quickly dashed. Other than the weather, however, things were going great, that is until after a few turns, what do we see up ahead? A

"Loose gravel/new tar" sign. So, after five miles of driving in first gear, we made the executive decision to delete those roads from the plan. Luckily, the rest of the trip went off without a hitch. We had a great lunch talking racecars and Porsche with Lighthouse Inn owner Jim Cooke and his crew.

Leading up to the day of our Fall Fun Run, all you could see on every weather report was: rain, rain,



RAIN! I toyed with the idea of cancelling, but the team was eager. A mass message sent out confirmed everything was a go.

Saturday morning came and I woke up to drops hitting my roof. I head to my workshop to get the car ready. I backed into the rain, thinking, water never hurts. I got to the dealership early, and wary. But sure enough, car after car arrived, despite the rain.

We set off, and very soon after the sky cleared just enough to dry the road for our journey. A few hours later we were enjoying car talk, great food, and the beautiful view of Lake St. Clair.





By a county mile

Targa Prince Edward County wins big

By Peter Oakes, Targa Prince Edward County Chair Photos by Michael A Coates, UCR Photographer

Nestled deep in Prince Edward County lies the picturesque town of Picton, home to The Waring House, an upscale facility that has its own cooking school. This was to be the home of this year's Targa Prince Edward County from Friday, October 3rd through Sunday, Oct 5th.

We kicked off with a welcome reception Friday evening in a room that dated back to the late 1800's when the main building of the Waring House was constructed. A thirsty crowd soon had the wine and conversation flowing after all Porsches were parked for the evening.

The facility also has two main buildings constructed a few years ago with elegant rooms. The fireplace was a nice touch,

as the weather turned cool. Saturday morning started with a drivers' meeting; participants were keen to get route instructions. They had to be patient as the instructions were only handed out on departure, at 10am.

The starter was UCR President, Walter Murray, who enviously gave up his 911 Turbo to his wife, Sheila, to participate in the Targa. (Walter and I were precluded from joining the Targa as we had developed the route.)

Twenty-one cars lined up, awaiting the start. As they took off, navigators had to quickly determine which exit to take from the roundabout outside the hotel entrance. All departed smoothly and I headed out to the course checkpoint while

Walter went into Picton for a newspaper and coffee: presidential privilege!

However, coffee had to wait as he got an emergency call: "There is a roadblock at the early part of the route. What are we going to do? There are tons of Porsches here." So Walter headed out to investigate but on reaching the roadblock, nary a car was to be seen. Ah well, Porsche owners left to their own devices are a smart lot. There is no truth to the rumour I engineered the detour to make the course more interesting!

The rest of the morning and afternoon went smoothly and at the end of the day everyone headed to the Pub for a well-earned libation. However, my problems were only just beginning as the "scoring" program developed a glitch—I was in over my head. Jennifer Glover, an IT expert, answered my cry for help. Jennifer was Sheila



Peter Oakes congratulates Chris Root and Debbie Fleming for their first place finish.

too early to nurture a future Porsche owner!

So 21 Porsches, great roads, interesting courses, fantastic accommodation and meals, of course, time spent with friends and getting to know other Porsche owners—that sums up the UCR Targa in Prince Edward County.

While weather conditions were somewhat variable over the three-course event, it did not stop participants enjoying 350 km of driving around the County. The Targa spanned the whole County, which juts out into Lake Ontario between Trenton and Napanee. Due to the shape of the County and the fact it is surrounded by water, the courses were interesting, including short stints on the same road in the same direction or reverse. Some of the course routes also overlapped. A detour and the questionable placement of the check point in the first course added to the mystery of the event.

Our participants said it all: "What a great event: beautiful countryside, fantastic people, great food, good times"; "we can hardly wait to do another

continued on page 20...



Pam and Mike Bryan get a hug from the Targa Master.

Harwood's (Walter's wife) navigator. Thank you, Jennifer, for bailing me out. Then it was on to a sumptuous dinner where the conversation was engaging and the meal lovely.

Sunday morning came early. And everyone was keen to go. But hold it, we had not counted on a 1,500 person marathon. In a moment of panic I thought I needed to change part of the route, but no, Porsche owners are resourceful, hopefully and would deal with what was thrown at them.

Fortunately all worked out without a problem and back at the Waring House we enjoyed a lovely brunch as scores were tabulated. It was a close event, with two teams tied for second, but after a toss, best of three, the winners were:

- 1st - Chris Root & Debbie Fleming; also the Observation Plaque for correct answers to course questions.
- 2nd - Mike & Pam Bryan
- 3rd - Rob & Scott Quinn, father and son team! Never

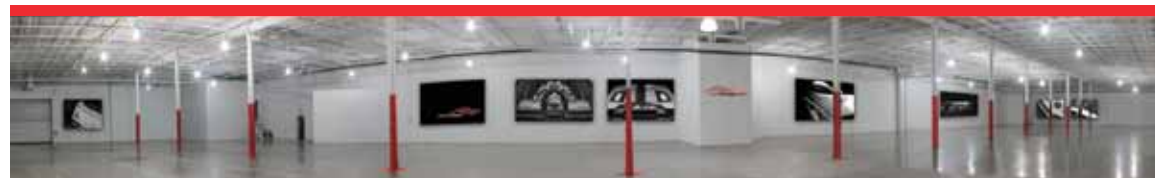
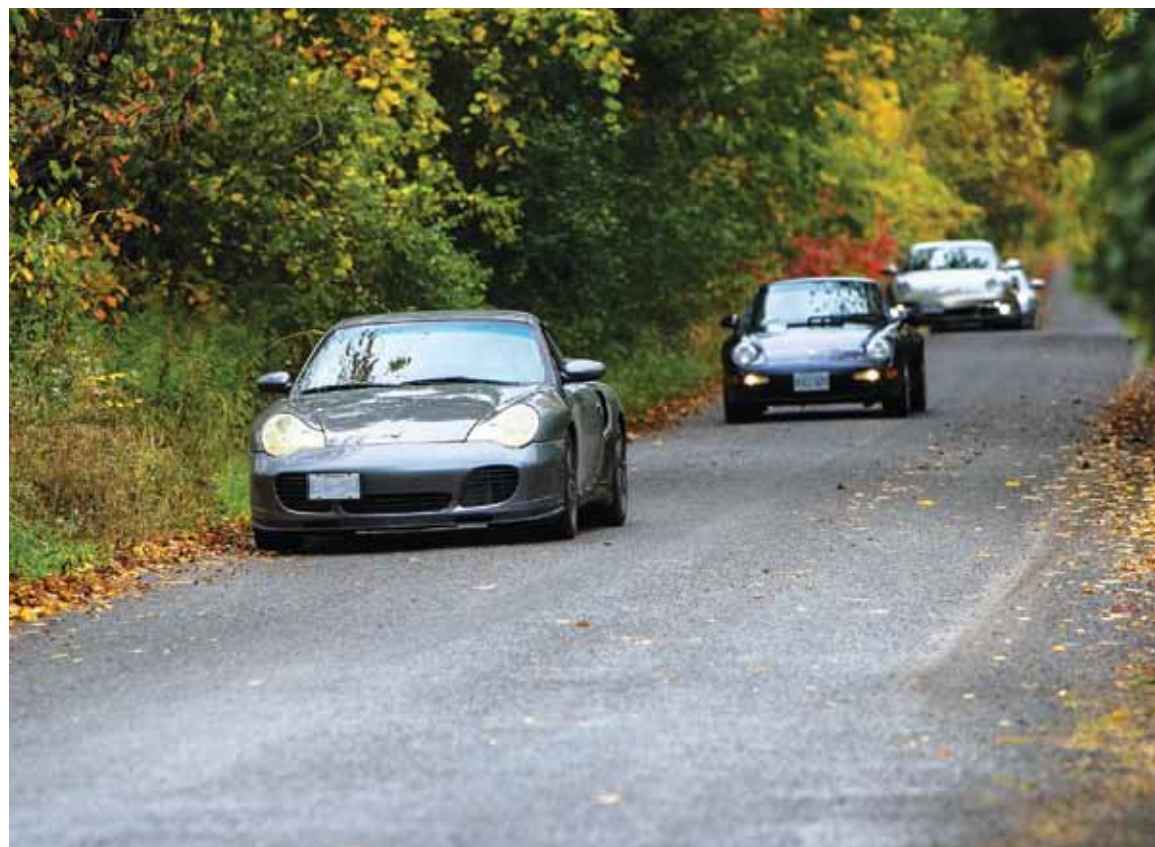


Peter Oakes flanked by Rob & Scott Quinn.

...continued from page 19

Targa, "a great event for first timers"; "great event, great people, great cars, lousy weather". Just some of the comments from participants whose average rating for the Targa was 9.6 out of 10 on the event questionnaire.

My thanks go out to all those who helped me bring Targa Prince Edward County together: Walter Murray for all his Targa Muskoka experience and helping hand; Clive Van Wert for holding the fort in September when I was touring Europe; my wife, Beth, for her patience,



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counsel and help whenever needed; John Adam for collecting revenues, preparing badges and advising me on Club processes; Sencer Erkaya for delivering the trophies; Leo Kazlovskis for delivering the badges and Jennifer for the score sheet work. Thank you all!! A Targa is a group effort, I could not have done it without your help.

Thank you to all the participants for making it a stellar event and thanks to Prince Edward County. Now, on to next year's Targa, which will be in the Niagara Peninsula or as well, possibly another Prince Edward County Targa, in the Spring, provided a Targa Master for the event signs-up. Two Targas, twice the opportunity for Club members to enjoy a Targa or twice as much fun for members who can enter both. 🏆



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Building on success

2014 Concours Wrap Up

By Chris Ralphs, UCR Concours Co-Chair

We have gone full circle over the past five years. The then-newly minted Concours committee comprising me, Kye Wankum and Richard Shepard started on a cool and cloudy day in the spring of 2010 on the grounds of Legendary Motorcar. Somehow we pulled it off and by two o'clock the field emptied as raindrops started to fall on all those painstakingly waxed and polished cars.

2011 took us east to the then-Mosport track grounds integrating a "track day" with the Concours. It was windy and cold but fun nonetheless and the track and the Concours groups mixed nicely. Some cars came right from their track runs, parked and went back to the track with trophies!

After that, all we wanted was a good weather day. We were finally blessed with a fine day at Appleby College in 2012, albeit on the rain date. We had our best attendance ever, with over 70 cars on display.



Photo by Michael A. Coates

The following year, we were challenged by the number of car events during the spring, the traditional time for our Concours. We decided on a fall date and at a new venue high up on the escarpment at Moser's Grill. The sun decided to stay with us all day and made all the cars look their very best.

That year we introduced the new "Concours Judged Category" in addition to the perennial "Peer Judged"

and "People's Choice" categories. Thanks to the contribution of a team of amazing volunteers, it was a tremendous success, which we carried into this year's event, which took place right where we started at Legendary Motorcar.

Every year, we asked for and received helpful comments and suggestions from participants and spectators. We did our best to listen to the membership feedback and craft a better event each year. Our thanks go out to all of you not only for participating but helping us to continuously improve the event.



Photo by Wolfgang Lott

This year, it was so encouraging to have so many participants attend, and to also have virtually all classes represented, with excellent examples in each. We expanded the class range to 21 from the original 18 in order to better represent the 944s and 968s, and of course we had to add the newly introduced model classes.



Photo by Wolfgang Lott

There was much to see and admire and a good level of competition from the 356 group to the contemporary Porsche creations. I am sure early 911 owners were especially happy to know that their cars continue to appreciate in value. Also, affordable pricing for 996 cars seems to have attracted new enthusiasts to the club!

continued on page 25...

Below: Judges taking their work very seriously.



Photo by Wolfgang Lott

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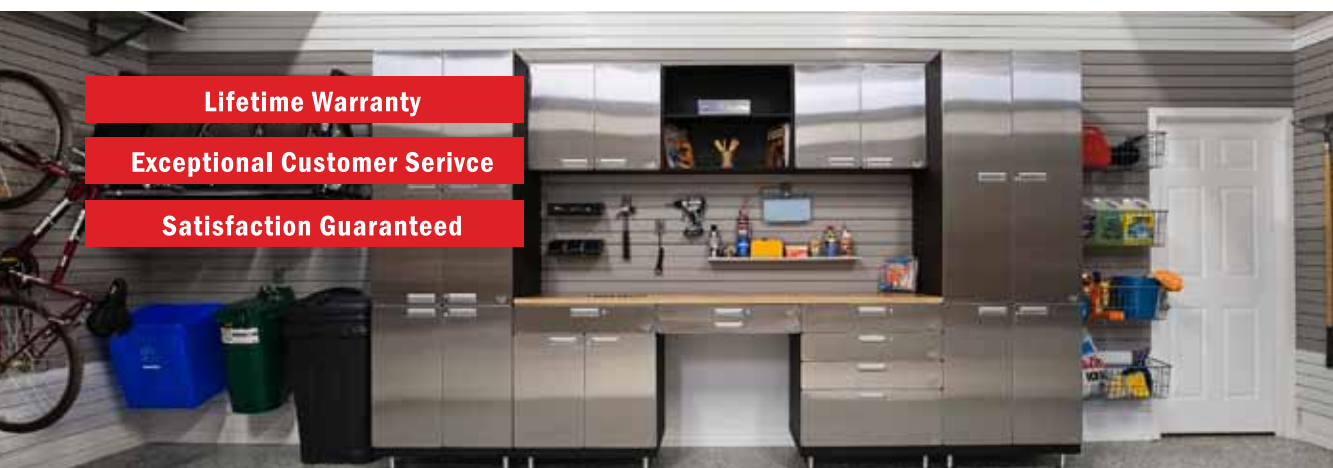
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Photo by Michael A. Coates



Above: Starting them young. Eric Lee helps keep his dad Jon's 996 spotless.

...continued from page 23

Bruce Farrow, who ran the "Concours Judged" category, along with his team, had a manageable dozen properly prepared cars to evaluate. There were winners and runners up in each of the three categories, Vintage, Historic and Contemporary. Marvin Ungerman swept first place in the Vintage category with his 1964 356 C Cabriolet. Michael Pohlmann took the Historic win with his 1989 911. A well-prepared 2011 997 gave Charlie Tavormina the trophy in the Contemporary category.



Photos by Wolfgang Lott



The "People's Choice" award went to Stephen Lax for his 356 Super 90 Roadster "B".

Our thanks goes out to all our sponsors, and especially our title sponsor—Doug Kurtin's "Heather's Heroes" cancer charity. A big thanks to all: Harmony Printing, DentDoctor, Auguste Automobile Service, Lant Insurance Brokers, StoneRidge Insurance Brokers and Road/Show Automotive Appraisals.

continued on page 27...



Photo by Wolfgang Lott

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Photo by Michael A. Coates



Richard Shepard, Concours Co-chair



...continued from page 25

In addition to hosting this year's event, Legendary Motorcar kindly opened the doors to their magnificent showroom. Rob Scott, their enthusiastic Marketing Manager, arranged tours throughout the day.

Our special thanks goes out to our dedicated volunteers, David and Ann Forbes and our "Concours" judging crew, Bruce Farrow, John Adam, Rosemary Adam, Danny Kroll, Doug Kemp and Jordan Kemp. Mike Bryan was on hand to represent the Board and was "hands on" with me at the registration desk all morning helping to keep the event on track while Kye and Richard ensured all drivers found their way to their respective class groups on the field. On behalf of the Concours committee, I would like to express our most sincere

Photo by Michael A. Coates



Chris Ralphs, Concours Co-chair, keeps things running smoothly



Photos by Wolfgang Lott

thanks to all those participants, sponsors, volunteers and spectators who helped make the event such a success and so much fun over the past five years.

We will be passing the torch to a new committee after a great five-year run. We hope to see the PCA UCR Concours event continue well into the future with growing support each year.



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UCR shows its colours

7th Annual Muskoka Fall Fun Run

By Joan Bercovitch,
UCR Member



Photos by Stan Schnapp, UCR Member

Sept 27th turned on its bright lights to showcase the 30 polished Porsches winding their way through Muskoka. We checked in with Anne and David Forbes and Laurie and Ernst Johle around 9:30am at Tim Hortons outside of Bracebridge. The warm reception, coffee, sunshine and smiles had us joking as to whether it was a top down day for the Fun Run.

David and Anne had us on the road by 10am. Simple rules prevailed: Respect the speed limits, remember we are guests of the community and enjoy the day.

Leg one took us from Bracebridge to Dorset on Hwy 118 and 35. Two groups of fifteen cars carving their way through granite outcrops and deep red sumacs was a sight to watch. As much as we were having fun in the cars, we realized we were providing entertainment along the way. Picture it: Gleaming black, silver, grey, white, blue and red Porsches with engines roaring down the ribbon of highway, had people waving and smiling back at us.

Our first stop was Dorset. The small town was busy and the 15-minute stop turned into a 15-minute line up in Robinson's Store... no matter what you needed. Why is it so much fun to shop in country stores?

From Dorset we headed north to our lunch destination on Lake Rosseau. At this point we thanked David for choosing a counterclockwise route heading north. Bridgework had the incoming traffic backed up at least 10 km.

We settled back and drove through the most glorious display of autumn colours. The sunshine brightened the reds, yellows, browns, greens and oranges reflecting off lakes and rivers at every bend in the road. We could see the weather was ideal for paddlers and fishermen too. Moose and deer signs warned us to watch out for wildlife, but all that crossed our path was wild turkeys.

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David and Anne Forbes get the show on the road.



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Our lunch stop was high on a hill in picturesque Rosseau at the Crossroads Restaurant. Anne and David had arranged a delicious outdoor buffet with choices of salads, cheeses, breads, bbq meats, and desserts. Morley and I had the pleasure of sharing a table with Wendy and Guido of Oakville who had just started participating in UCR Socials and the Fun Runs. Guido's comment was: "The highlight of belonging to PCA-UCR is meeting friendly people at events like this." Spread the word.

The circle route took us through the tunnel of trees around Port Sandfield, through the Precambrian Shield in the Bala area and down Muskoka Beach Road, an old two-lane road crowded by maples and poplars. It's a driver's road, full of twisting, thrilling curves.

Our last stop was at the Muskoka Brewery. Who doesn't like to taste beer?

But by 4pm choices had to be made: Stay for dinner at the Japanese restaurant, or head home? Either way the day was perfect.

A huge thanks to David and Anne Forbes and Laurie and Ernst Johle for organizing a simply beautiful day in Muskoka. Members like them who volunteer their time and talent make PCA-UCR strong.



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Not quite 24 hours at the Nürburgring —Part 2

Story and photos by By Andrew Combes, *Provinz* Contributing Editor

*In the first installment (see October's *Provinz*, page 28), Andrew arrived at the ring, chose a 250-hp Golf 7 GTI to drive and got acquainted with his instructor, Martin Dose. Read on to find out what happens next...*

The event I attended was a regular track day with a few twists. I think it must be because the track is so long that they do not run sessions based on ability group; the track is either open or it is closed—you go out whenever you want. Imagine 300 drivers of every ability level, from serious racers to complete novices, out together on a very serious track, with no run-off room.

Sounds like a recipe for disaster, and disasters do happen. This was a two-day event and the previous day there had been four crashes that resulted in write-off damage and four hours of lost track time. My day there was heavily punctuated by red flag closures and I don't know how much lost time.

Frankly, I think it is idiotic, because as soon as the track turns green everybody and his dog wants to get on track and the traffic must be appalling. I was not one of those eager beavers. I had the advantage of a long-time, pro instructor who could tell me what to avoid, and the post closure scramble is one of them.

I would be remiss if I did not mention just one or two other ways the Ring can be experienced. You can be a passenger in an old-style, VW bus complete with split windshield. This van is not completely standard, however, as it is used as a Ring Taxi. It has Porsche Turbo mechanicals and all the other good bits to make it stop, corner and go. Makes quite a sight out on the road passing some fairly exotic machinery.

Martin suggested, and I agreed, that he drive the first lap of the day to give me an idea of what to expect. "Remember," said Martin, "I am a terrible driver, but I make up for it by great knowledge of the track."

Yes, of course, terrible drivers all get to drive the 24 Hours 19 times, drive at Daytona for Porsche, and so on. So out we went and had what he termed a "moderated" lap so I could see what it was all about. To be completely honest the course looked neither as scary as I imagined, nor did it feel as long as it is.

Martin told me he would call the track the same way a rally navigator would do and he did. Every detail, every bump, every name (in German of course) of every corner or section. It was evident that he had seen a few laps here. He had stories for nearly every inch.

continued on page 34...

Back in the paddock we swapped places and off we went. My first lap was taken very gently to get a feel for the Golf and hopefully learn a bit about the track. One down and we kept going for lap two; faster because I really did think I recognized a couple of sections. Which is the classic mistake and where things can go wrong, in a hurry.

Nothing dramatic for us because Martin was calling corners and pace and turn-ins but I still managed to go too deep on a couple of corners. Two laps and I was ready to come in—it was roughly the same run time as a session at a UCR DE.

Out again after some water and the next couple of laps were taken faster—much faster—as Martin is giving me rally notes. “Next left flat, turn in at the end of the bricks, very little steering input, come to left side of track, now straight braking to right aiming at Yokohama sign, note surface change, down into Foxhole, flat, make it straight, into the compression...”

Martin does not indulge too much in braking and his “no braking needed” at so many turns brought back memories of my first time out with Ernie at Mosport and the disregard for braking at T4. I know, I know: It is efficient and all about momentum, but please, my sphincter muscles do not need a workout too.

I soon had some favourite sections, and probably Foxhole and a few multiple-apex corners were high on the list because they can be taken so very quickly.

For me the day rolled along nicely although I did have one new experience—waiting trackside for a flatbed tow. I do not recall which lap we were on, but suddenly the Golf’s handling started to go awry. Martin called it as a front tire with low pressure; I was at the wheel and really didn’t think that was the case. Then ominous noises started and we pulled onto the grass edge at the side of Dottinger Hohe, the very long and very fast straight at the end of the lap.

It took a while to diagnose but eventually I think we all agreed that the hub had become detached from the hub carrier, a suspension arm had broken and a spring collapsed. Which came first is anyone’s guess. The front left wheel had moved outside the bodywork and the wheel arch sheet metal was doing a number on the tyre. There was much nodding and deep conversation and a general feeling that we had been lucky the wheel had not detached entirely on a fast section.

Luckily Heidi had a spare car among the fleet and they were most apologetic about the whole issue. It was not their fault. The Golf was very new, the way it was

prepared immaculate, just one of those things that happens from time to time when you put mechanical systems under continual stress.

One thing that really surprised me about the ‘Ring is the paltry paddock area. You are assigned inner or outer parking. The inner park is relatively tiny and very cramped, the outer really could be a paddock, as for horses with grass and plenty of dust from a couple of crude roads.

I was told that the food was better than found at most tracks but when we went to order the salads were ‘off’ and it was German sausage and fries or chicken strips and fries. Some things never change, but at least the sausage was good.

A goodie store is advertised. Well, yes, it exists, but is basically a travel trailer that remains shut all day until the Touristfaren open. The whole facility was state-owned until recently, and just like Mosport the new owners are planning to spend considerable sums on upgrades to the facilities.

Would I go back to the Ring? I had to think carefully about the answer to that question. The answer is yes but there are caveats. I would not consider a Touristfaren, I would not want to mix it up with motorbikes, regular cars and possibly Michael Vergers in an SR8LM! Before going I would sign some sort of legally binding agreement with myself that I will not become, like a lot of the guys I met that day, a certifiable Ring Addict.



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THE PORSCHE-PHILE

EXTENDED VERSION

Tim Sanderson



By Gary Allen, UCR Member



Photo by Brian Graham



Photo by Brian Graham

TS: Yes, we did a bunch of DEs for a long time and ran around chasing down people on the track there, having a lot of fun. Then I bought my 911 SC that I use in VARAC right now from a guy in Virginia, brought it back and we have heavily modified that car over the years. It's gone through two or three different iterations. It's served us well as we moved up from DE to PCA racing. We still have that car. I bought another 996 along the way which we sold when we got into the Cup cars.

GA: Please expand on that, the 996 and the Cup car.

Gary Allen: We are talking to Tim Sanderson, owner and driver for Northwest Atlantic MotorSports. The first thing we'd like to know is when did you start with PCA?

Tim Sanderson: I joined PCA in 1998. I had bought my first 911 SC Euro 3.2L, with no air-conditioning. I drove it around the streets for a season and took it to my first track event in the spring of 1999. I was not that impressed with the car up to that time; to be honest with you the transmission was very stiff and the car was not that comfortable to drive. After doing my IDS and getting signed off to go on the big track at Mosport, the very first time I went around corner two, I remember saying to myself, "Aha, now I get what these cars are all about."

GA: Terrific, so the racing history commences from there? You went to Club Racing?

TS: The 996 was a road car that was converted, but it was certainly faster than anything I had driven up until that time, and we dragged that car all over the place—to Daytona, Atlanta, Ohio, Watkins Glen. So we kind of did the circuit with that car at PCA Club Racing and it was great, I mean, I learned a lot. I had no real designs on getting into the Cup series, and it was really Stephen Goodbody's (UCR's chief instructor) fault, because he called my name out one night at a banquet, and said I was the Instructor of the Year at UCR for 2011. It was not very long after that moment, that a number of scotches were consumed and I was yelling at Stan Carmichael across the room, "We're buying a Cup car Stan, lets go Cup car racing." Stan likes to tell the story. He was waiting for me to call him the next morning and say it was the scotch talking, but I didn't and I called him three days later and said have you found us a car yet?



Photo by Michael A. Coates

GA: Talk a bit about your team and your chief mechanics and those who helped out.

TS: Well it's been a labour of love, because literally when we started it was Stan and I, we bought the car and enlisted the services of Yarko Matkiwsky, who is a great engineer and mechanic. We signed on with Giovanni of Fiorano Racing for the first season. The next season the team got bigger when Martin Barkey came along and brought his guys and his team. This year we moved on to Alegria Motor Sports, Carlos de Quesada's team

out of Florida, absolutely first class all the way. He was servicing and running five cars including ours and there was a crew of 20 people, so you know, it doesn't get much better than that. But everything that was done all season long was done with the view point of winning and finishing first in every single race and at the end of the season winning the championship and the team was completely 100 percent focused on that. It was a great season.

GA: Sure was. That's amazing. what's the next step?

TS: Next step is we can stay where we are and do another season in gold class. Right now I'm in discussions with a couple of folks about trying to get into a 991 for next year—probably a 2014 991 or possibly a 2015 991. We would be disposing of our current car if we did that, which is a bit of a heartbreaker. When I bought the car a year ago from Christian Chia out of Vancouver I said to myself I will keep the car for two years, at least, and I have only run it for one. If the opportunity exists to get into a new 911 then we might pursue that.

GA: Quite impressive. Let's get into the charitable side that you have.

TS: Our campaign started last year and we branded the car, as "Racing for Joanne's House", which is a local charity in Durham region where I live and where I grew up. It's got 13 beds available for kids between the ages of 16 to 24, who have no place to turn. Unfortunately the need is much greater and we are constantly trying to raise awareness and raise funds. We had a great campaign last year; I didn't know what to expect, but we raised \$35k through our Racing for Joanne's House, and this year we are going after more. My wife is the chair at the charity and she is working at that full time. Check out our website at www.RacingforJoannesHouse.ca.

GA: Let's talk about VARAC (vintage racing) which is another thing you do.

TS: I have been racing with VARAC I guess now probably 10-plus years. I have watched it grow quite successfully, and you know sometimes we get bigger grids than other days. I really enjoy that racing. It keeps me sharp, it's a different car than the newer cars clearly, in terms of the way they have to be driven and the way they have to be handled. But you know it's funny because I was saying to Yarko a while back, that the things I would do in the 911 SC in terms of driving style, I would not be on the throttle so quickly coming off a corner, for example. Now I have learned from driving the Cup car, that it likes it when it has full throttle, so I'm saying to myself, you know coming off a corner, any corner practically at Mosport you can do this in a Cup car with your foot to the floor in the Cup car, why isn't it to the floor in this car? Boom and you do it.

GA: Wow, I have seen that happen, absolutely. Any thoughts further with VARAC, will you continue to run the 82 SC?

TS: I have often said to myself, that's a car I will probably have forever. It's an amazing car and Yarko has



Photo by Michael A. Coates

done an amazing job putting that thing together. We built a new engine two winters ago, so even just running it around DE events is fun.

GA: So no Corvettes in your future then?

TS: NO!



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TRACKTALK



By Dave Osborne, UCR Track Chair

I'm going to start this article off with a subject near and dear to all of our hearts; gas prices. With all the talk of pipelines destined to pump away our natural resources, and the fact that I'm writing this near the Thanksgiving long weekend, I did some simple research.

Today the average price of a litre of regular gas in Canada is \$1.29.73. Since 3.78541 litres of gas make up a US gallon, we're paying \$4.91 for a gallon of gas today. The average price in the US is \$3.41 per gallon today.

Is it just me or are we paying \$1.50 more per gallon than the people we're selling our crude oil to at wholesale prices? Why do we continue to sell everything we have at wholesale and buy it back at retail, plus a 25 percent premium?

Our government is always going on about job creation and the strength of our economy. Here's my suggestion. Use some of the money we use to bail out multi-national corporations or fund bad television and instead build refineries next to our oil deposits. Use Canadian labour to produce the final products and then sell it to other countries at retail. The boost to our economy, our work force and our tax base would benefit all of us. Instead, the government continues to sell us out to foreign interests. Why not? They won't be around when the tap runs dry.

While I'm on about our government I thought I would add this observation. Today our Prime Minister announced we would start bombing ISIS in Iraq. In order for him to claim his place on the world stage, we can now look forward to Canadians being beheaded on video. What happened to the Canada that was respected by the whole world as peacekeepers? Now we are just another member of a coalition blindly following the US into another mess. Their policies have worked so well for them in the past.



Photo by 303 Imaging

With the end of the 2014 Track Season I want to thank all the selfless volunteers who helped make the season a resounding success. I'm not just referring to the Track Team who once again donated hundreds of hours of effort. I'm not just referring to the Instructors who climbed in and out of countless cars to spread their skills through the program. I'm also referring to everyone at every event who stood out in the rain to do their job assignments so the event could continue on. Each person who checked an unclosed door, spotted a missing wheel nut or signed in a guest as they entered the paddock. While your contributions go unmentioned as part of your worker assignment, they have great value in the larger scheme of a DE event. The fact is we couldn't do it without you. So thanks to everyone who participated this year. This is a great program and we all make it run together.

Of course this is silly season again. It's when all of the track fun is over but most of the administration for next season is taking place. Track dates will be set for 2015 and budgets will be drawn up. The new Board of Directors will be elected and Track Team members will either step up for another season or advise us of their replacements. All of this excitement is capped off with the annual Banquet where we recognize the greatness amongst us, followed by the yearly track planning meeting and pizza fest. The pizza is the best part of it, but don't tell anyone I said that.

It's hard to believe another successful season has gone by. I cringe to think how many shopping days are left until Christmas. So again, thanks to everyone for everything.

Drive safely out there.

Dave

ROAD TRIPS: Member photo of the month



UCR member James Sinkeldam captured this shot of his 2007 911 4S Carrera in July this year in West Montrose, Ontario. His suggested caption: "World's nicest rear end".

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944 CORNER

My friends all drive Porsches

By Darren deRoos, Provinz Assistant Editor



Friendship and camaraderie are really the most amazing aspects of our club. I look forward to every event I attend, more because of the friendships I have formed, and the bond created surrounding these incredible automobiles. So many people, from so many different avenues coming together over a common interest, our love of Porsches!

This month I chose to highlight one of those people. It's somebody you have probably seen, or even met at one of our DE or Autocross events. He is easily spotted as the always-animated big guy, with the big smile and a warm greeting. His name is Dave Smith and I've asked him some questions regarding 944 ownership, and the joys, and other emotions, which can accompany life with a 944. This is Dave's story.

Why did you choose to purchase a 944?

I drove a friend's 944 one day and enjoyed the handling and feel. Andy deRoos, the owner at that time, explained to me that I could take a one-day course and be able to drive on a track with the car. I had always wanted to try driving on a track, and the 944 fit my budget and my desire for a track-capable sports car. In my opinion, no other car on the road can give you that much handling and reliability for that price point.

What about your first 944 did you like/dislike?

I loved that first car. What's not to like? Andy deRoos and I (mostly Andy) did all the required maintenance to the car when I first got it. The usual—water pump, belts, seals, etc. That baby ran flawlessly for three and a half years until I sold it last fall.

Pretty much the only thing that was frustrating at times was...you guessed it...the power! That said, I don't regret a single moment with that NA 944. It was the perfect car for learning how to become a better driver on the track. I drove the wheels off it and it never let me down. But alas...the main venue for us is the Mosport big track and my arm was getting quite sore from all the pointing out the window.

You were looking hard at buying a 911 but decided on a 944 Turbo, why?

Price. I came so close to buying a 911 a few times but it exceeded my budget window. Hopefully in the not too distant future my 911 dream will come true.

Tell me about your current 944 Turbo, why did you buy THAT particular car?

Again, it was the price. I loved the balance and comfort of the NA. Imagine if I could still have that AND the power I was looking for. The particular car I bought I test drove a year earlier and took a pass because it had barely been driven in the last six years and needed maintenance. Well, the owner called me last fall and said he was getting rid of it that week. I took it to Ian at Hockley Autosport and he gave me a list of what it needed. I initially turned down the car, but the owner offered it to me for a price I couldn't refuse.

Likes, dislikes about your 944 Turbo?

The car only had 142,000 km on it. It has a limited slip differential, 928 S4 brakes, immaculate interior, solid exterior, and a complete balanced and blueprinted engine rebuild at the 120,000 km. But, the list of repairs was extensive. Now this car flies around Mosport! I can't say enough about Ian at Hockley Autosport. I did nine DE days this summer, autocross, and several four to six-hour country drives and not a single repair has crept up. Definitely a great bang for my buck!

Compare the two cars, which is better and why?

NA is definitely cheaper to run. NA is a dream at Autocross and the smaller tracks, but the Turbo holds its own. You just have to be comfortable with the lag in the lower rpms, but hang on when the Turbo kicks in. The rush is addictive. The Turbo just sings in its happy zone.

See you at the track Dave, and thanks for sharing your 944 experience.

Happy Cornering!



PERIPHERAL VISION

Reviewing 2014...and looking ahead

By John Adam, UCR Historian



On Vancouver Island we spent some quality time with fellow PCA members. It was warm and drier than expected. The Pacific Ocean backdrop at the Blackrock Ucluelet resort made the venue quite special. If you want to visit Vancouver Island,

this is a great way to do it, but the 2014 event registration was full in only 16 hours!

We skipped Parade this year. Monterey was also a Parade venue a couple of decades ago. Been there. Done that. Next year, Parade is in Indiana and we are looking forward to a large number of UCR registrants, as can be expected when the venue is only a one-day drive.

This year, we regret the passing of some members due to illness. They were our friends and we miss them.

DE Chair Dave Osborne sent an email asking the track team if they would serve again next year. Answers came back at the speed of light. Yup, we will be back. What's not to like about being on the cohesive team that puts on our excellent driver education program. Not a participant? The loss is yours. At each event, several on the DE team show up just to work—they don't drive, except perhaps in students' cars. How's that for commitment?

Not to forget the very successful Fun Runs that fill up quickly; the autocross series that has its devotees; our

Concours d'Elegance participants who are obsessive clean car freaks; and monthly socials for those who just want to meet and eat.

Oh yes, and we can't forget the track charity rides for the handicapped and their caregivers. Those riders can bring seasoned track drivers to tears. Best thing that we ever did!

Need a Christmas gift idea? Try the UCR Goodie Store. Once in a while, I like to mention Christophorus, the Porsche factory magazine. It's easier than ever to subscribe online.

We hope that you are enjoying the onset of winter and are planning a few 2015 PCA activities. See you at our season-ending Awards Banquet on Saturday, November 22 at Riviera Parque. It'll be a great party!



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