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THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA

2014 Betty Jo Turner Award
winner for best overall
PCA regional magazine



OCTOBER 2014

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OCTOBER 2014

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OCTOBER 2014

CONTENTS

REGULAR REPORTS

UCR Events Calendar	4
New Members	5
Members' Anniversaries	5
September Social	9
The Way We Were	10

FEATURES

Hearth Place Fun Run and Show & Shine	16
AutoCross 2014 update	20
Road Trips: Rob Martin's 964 Targa	22
August DE in Pictures	24
Club Race album	26
Not quite 24 hrs at the Nürburgring—Part 1	28

COMING EVENTS

Social Events	8
Annual Awards Banquet	11
2014 Nominating Committee	22

COLUMNS

President's Forum	6
Tech Session	12
The Porsche-Phile	35
Objects of Desire	37
944 Corner	39
Track Talk	40
Peripheral Vision	43

DATA

UCR Contacts	44
Tech Centres	45
Ad index	46



Cover: Image by UCR Club
Photographer Michael A. Coates.
See full pictorial on page 26.



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The Journal of Upper Canada Region

2014 CALENDAR OF EVENTS

Please check future issues of Provinz, as details for some events are yet to be confirmed.
As always, for last minute updates on all events, please visit the UCR website at www.pcaucr.org

MAY			15	Fri	UCR Introductory Driving School, CTMP (New Facility) and Solo Lapping (TBA)
3	Sat	Muskoka Spring Fun Run	16-17	Sat-Sun	UCR Driver Education, CTMP (New Facility)
6	Tues	UCR Board Meeting	24	Sun	UCR Autocross, Toronto Star, Woodbridge
10, 11	Sat-Sun	UCR Driver Education, CTMP (Main Track)	24	Sun	Hearth Place Fun Run & Car Show
13	Tues	UCR Social	SEPTEMBER		
31	Sat	Porsche of London Fun Run	2	Tues	UCR Board Meeting
JUNE			9	Tues	UCR Social
1	Sun	UCR Autocross, Toronto Star, Woodbridge	13	Sat	Porsche of London Fun Run
3	Tues	UCR Board Meeting	19	Fri	Braidan Tire "Wheels for Humanity" Charity Event & Solo Lapping (Signed-off groups) CTMP (Main Track)
6	Fri	Driven 2 Smile Charity Event & Solo Lapping (Red & Black Groups) CTMP (Main Track)	20-21	Sat-Sun	UCR Driver Education, CTMP (Main Track)
7-8	Sat-Sun	UCR Driver Education, CTMP (Main Track)	21	Sun	UCR 2014 Concours Legendary Motorcars, Milton
10	Tues	UCR Social	27	Sat	Muskoka Fall Fun Run
14	Sat	Bear Manor Niagara Escarpment Poker Fun Run	28	Sun	Tire Rack Street Survival School, Powerade Centre, Brampton
15	Sun	Father's Day Yorkville Exotic Car Show, Toronto	OCTOBER		
22	Sun	Tire Rack Street Survival School, Seneca College Campus, Finch Ave. & Hwy 404	3-4-5	Fri-Sat-Sun	Targa Prince Edward County
JULY			4	Sat	South Western Ontario Long Hood Meet, Campbellville
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	NOVEMBER		
AUGUST			4	Tues	UCR Board Meeting
5	Tues	UCR Board Meeting	11	Tues	UCR Social
8-9-10	Fri-Sat-Sun	Solo Lapping at UCR Club Race (Signed-off groups) CTMP (Main Track)	22	Sat	UCR Awards Banquet
12	Tues	UCR Social	DECEMBER		
			2	Tues	UCR Board Meeting
			9	Tues	UCR Social



Welcome! NEW MEMBERS

Name	Location	Model	Thanks To
Tony Bates	Toronto	13-911 C2S	
Michael Blackburn	Georgetown	14-Cayman S	
Jo-Ann Brown	London	15-Macan S	Porsche of London
Bill Chalkias	Stouffville	10-911 GT3 RS	Mantis Racing
Guillaume de Fontenay	Montreal	72-911 T	
Milan Denkovski	Toronto	07-911 C4S	
Janice Dillabough	London	08-Cayman	Porsche of London
Philip Dobbs	East Gwillimbury	09-911	Porsche of London
Michael Frantellizzi	Richmond Hill	05-911 S	
Jason Greenlee	Etobicoke	08-911	
Daryl Hodges	Trent Lakes	97-911	
Yaniv Kalderon	Maple	14-911	
Jin Li	Toronto	15-Macan S	
Ed Pedro	Whitby	00-Boxster	
Paul Robins	Manotick	05-Boxster	
Joshua Rodgers	North York	14-Cayenne	Porsche of London
Giuseppe Schepis	Toronto	95-911	
Uri Shich	Thornhill	15-Macan S	Porsche of London
Roy Singh	Brampton	87-911	
Fab Stanghieri	Vaughan	11-911 C4S	
David Stein	Toronto	14-911	
Shane Swinn	Toronto	07-Cayman	
Craig Thompson	Mississauga	14-Cayenne	Porsche of Halifax
Rudy van der Vecht	Etobicoke	70-911 S	
Hui Xu	Toronto	15-Macan S	

Congrats! ANNIVERSARIES

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

35 YEARS

David Sommerville

25 YEARS

Thomas & Joyce

Roosimagi

Marvin & Dr. E. Schwartz

15 YEARS

Gavin Bogle &
Suzanne Tiefenbeck

Victor & Nancy Chan

Edith Crumb

William Newby

Frank & Amanda Riedel

10 YEARS

Douglas Ailles

Rich & Lisa Bagdonas

Alicja Faria

Anthony Scarpino

5 YEARS

Emily Atkins

Matthew Au

Abdalah Castillo

Alex & Shirley Chong

Stephen Coulson

Bruce Fischer &

Nancy Britton

Fern Glaser & John Bacon

Ron & Kathy Leonard

Jordan Mecklinger

Martin Peric

Maik Rehfeldt

John Rodrigues &

Susanna Viaes

Peter Schlaich

Tom Vari



PRESIDENT'S FORUM



By Walter Murray, UCR President

Here we are with another great season rapidly coming to an end. What a year it has been.

The kick-off event was Launch into Spring at the 427 Auto Collision facility that is a Certified Collision Centre for Porsche. The D'Alessandro family were outstanding hosts, and it was great to have Manny Alban, President of PCA, and the Executive Team drop by when they were in town for an Executive Committee meeting. Hats off to Mark Solomon and his team for running such a great event.

With the snow off the ground, DE kicked into high gear, arranging three Introductory Driving Schools (IDS) to introduce members to the capability of their great Porsches. They are a prerequisite to signing up for the Driver Education (DE) program where one starts out with the benefit of a PCA Nationally Certified Instructor and advances based on one's own comfort level and skill. In addition to IDS, we will have had six DE weekends. The DE team does a great job and is led by David Osborne, DE Chair; Stephen Goodbody, Chief Instructor; Ian John, Assistant Chief Instructor, and Del Bruce, lining up the all important

work assignments. And who could forget the "Voice" in the Tower, John Adam. His favourite phrase "The clock on the wall" indicates the start of another great day at Canadian Tire Motorsport Park. DE is the financial linchpin of UCR and again we have had record numbers attend. To the DE leaders and all the great volunteers and Instructors who make it happen, our sincere thanks.

If you are not into track outings, how about one of the seven Fun Runs this year? They are a great social outing and an opportunity to drive around some of Ontario's beautiful countryside. Our thanks to David Forbes, Fun Run Chair, and all the Fun Run hosts who make it happen.

Another great driving activity is Autocross. I tried it this year and weaving in and out of a track of cones emphasizes vision and smoothness. It's a lot of fun and you can do it with any Porsche, car or SUV. Our thanks to Mario Marrello and his team who have led this activity so well for many years.

UCR has teamed up with the Trillium Chapter of the BMW Club of Canada to

deliver the Tire Rack Street Survival School. The emphasis of the program is a "hands-on" driving experience where participants perform a series of exercises designed to teach the handling limits of their cars. This is complemented by classroom sessions that teach the principles of car-handling dynamics. A big thank-you to Mario Marello and his team of volunteers.

Our annual concours is scheduled for September 21. It will be another great show of all things Porsche. Our thanks to Kye Wankum, Chris Ralphs, Richard Shepard and all the volunteers for making this happen.

Targa Prince Edward County will be running in early October. The Waring House accommodations in Picton are first class. We extend a big thank-you to Peter Oakes for organizing what I know will have been another excellent event.

On to our Monthly Socials. What a great job co-chairs Laurel Ward and Kathleen Wong have done. They have rejuvenated this important social activity with record attendance this year. Congrats, ladies, on an exceptional job. Well done!

Who could forget "Driven to Smile" where we give a ride around Mosport to people of all ages who have disabilities. Our thanks to Jill Clements and Del Bruce for doing such a great job in running the event and to our Red and Black drivers and other volunteers for making it happen.

Our Saturday DE days where we provide a lunchtime ride around Mosport for young children with cancer

are a highlight of my DE events. Our thanks to Dave Osborne and the DE drivers who quarterback the activity. Thanks also to David Forbes for sponsoring, Andy Hunt of our Goodie store for providing logoed shirts and Carolyn Hoar of the Hearsh Place Cancer Support Centre for making it happen.

And a special mention again to Emily Atkins, your Editor of *Provinz*, and her team for winning the "2014 Betty Jo Turner Award" for the best overall regional magazine of the 141 Regions within PCA—truly outstanding, and well deserved.

I would also like to thank all the Board members for their time and counsel in making it all happen. They are a talented and dedicated team. To our Webmaster Ken Jensen, thanks for a super website. To Angie and Mark Herring who quietly go about handling membership, thanks for your great work.

As next month's will be my last column (term limits preclude me from running again) let me say it has been a privilege and pleasure to have led UCR for the last two years and to work with such a talented and dedicated group.

Till next month, drive safely.

Walter Murray
murray.dexta@gmail.com



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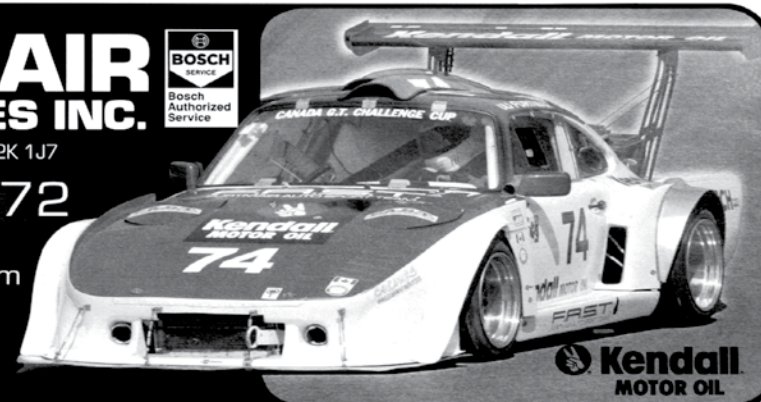
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SOCIAL EVENTS

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, October 14, 2014, 6:30-9:00pm

Venue: Mimico Cruising Club 416 252 7377 www.mimicocruisingclub.com
200 Humber Bay Park Road West (near Park Lawn Road & Lakeshore Blvd. West), Toronto, ON M8V 3X7

Speaker: Peter Cheney, National Drive Columnist, Globe and Mail

Peter Cheney is well known among car enthusiasts as an award-winning feature writer and investigative reporter, writing his driving column with the *Globe and Mail* for the past 25 years. He has much to share with club members at this October Social. His thoughtful views, inside perspectives, enjoyable human interest stories and his passion for driving will put interesting colour on all things auto and Porsche-related. Peter's interests in other adventure activities include having been an advanced glider pilot and a motorcycle racer.



Please RSVP to: socials@pcaucr.org

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



SEPTEMBER SOCIAL An Enthralling Evening

Story by Neil Dowdell, UCR Member Photos by Michael A. Coates

Our September Social guest speaker was enthralling!

Kees Nierop was born in the Netherlands and moved with his family to Kelowna, BC at age sixteen. Motor-sport beckoned and he began racing a Datsun 240Z. After a few learning experiences, he took it to the Canadian GT1 championship. His increasing abilities led to rides in other cars, progressing to an overall win in the 1983 Sebring 12 hour driving a Porsche 934. Driving a Porsche 944, he won the 1986 Rothmans Porsche championship.



Again Kees progressed and became a Porsche factory driver in a 911-961 at Le Mans. Later rides included the Porsche 962 and the famous Bob Akin "silhouette" Coca Cola 911 935 LT1.

More recently, he competed twice in the Trans-Siberia rally in a factory Porsche Cayenne.

Kees currently is employed by Porsche Cars Canada as a driving instructor at Camp4S during the winter, the Porsche performance school at Road Atlanta during the summer, and the Porsche Roadshow. He remains the only Canadian driver ever to drive for the Porsche factory.

We were thrilled to have Kees and his wife Lorie join us for the September Social and we wish them all the best.



Walter Murray, Laurel Ward, Lorie Nierop, Dagmar Pegg, Kees Nierop.

Thank you to Porsche Cars Canada for sponsoring Kees to come out from BC to speak at our Social.

The evening ended with many UCR Club Members receiving raffle prizes, including two Street Survival School Prizes being awarded for the September 28 event.

A wonderful evening was shared by UCR members at Mimico Cruising Club.



UCR Member and Socials reporter Neil Dowdell shows off his door prize.



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THE WAY WE WERE...

25 Years Ago

Harry Bytze hosted a picnic and mini car show. Stephen Goodbody joined. Uli Furtmair began advertising in *Provinz*. Our Awards Banquet was threatening to repeat a previous sell out. There was a 24-hour endurance race at Mosport with John Band et al running an '86 Rothmans Porsche series car. (Old) Phil White promoted a tech session called Maintenance Day. The autocross review covered the Supercar Challenge, hosted by the Corvette Club. Howard Dexter did a feature on suspension improvements.

20 Years Ago

Movenpick was the Awards Banquet venue. October Mosport DE weekend was \$175. Ben Ciantar promoted a mini-tech on preparing your Porsche for winter. After 50 years of being represented in Canada by Imperial Oil, Mobil decided to do its own marketing. A few years later, Exxon and Mobil merged and guess what? Mobil products were back in the Imperial Oil warehouse. Today, Mobil 1 is the factory fill in all Porsches. Abe Reinhartz wrote about some Mosport Armco-rash his 928 suffered when Chief Instructor Howard Dexter was along for the ride. Abe blamed Howard rather than the wet track and overly heavy throttle use. Yeah, sure.

15 Years Ago

Kye Wankum & Greg Doff bought a 2000 996 GT3R factory racecar for upcoming endurance races. Porsche AG reported on a successful fiscal year with sales up 20 per cent to 43,980 units. The members of Mike Acerra's band were pictured – they were the entertainment at the Awards Banquet. Paula Sellner reviewed the Watkins Glen Grand Prix Festival.

Contributed by John Adam, UCR Historian

Awards Banquet Coming Up Saturday, November 22, 2014



Our Awards Banquet is an evening of celebration. It is an occasion to give recognition to the members and generous sponsors who enable us to deliver the "Porsche" experience throughout the year. It is also a time to enjoy the camaraderie of our fellow

members while hearing about the latest Porsche news and listening to the incredibly successful journey to world class recognition by one of our very own.

We will also honor the exceptional support of our Porsche dealers in helping us to become the second largest of the 141 Regions in PCA. So come out and be part of what promises to be a memorable evening.

A great menu with wines to match

Our venue will again be the Riviera Parquet Banquet Hall which is near Hwy 400 and Hwy 7 and so you can bring the Porsche and get there easily.

The Riviera Parquet often hosts banquets-- a venue that knows how to please those with discriminating tastes. We have worked together to design an exciting menu with wines matched to each course.

There are many reasonably priced hotels in the area.

Guest Speakers

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.



Kyle Marcelli

"If you work hard enough, and want it bad enough, dreams do come true."

It was Kyle's uncle Mike that first took him to the local rental go-kart facility in Goodwood, Ontario. From that day forward all he dreamed of was a career in auto racing. Kyle debuted in his first race at the Simcoe Kart Club in 2001 at age 11.

Canada's Kyle Marcelli has established himself as a professional racing driver. He has successfully campaigned many partnerships and brand ambassador roles, including Pfaff Automotive Group. Kyle caught the attention of Porsche Motorsport. In 2013 he competed in four rounds of the Porsche Carrera Cup Deutschland.

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 Parquet, 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 at: https://clubregistration.net/events/event-details.cfm?event_id=6080

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

TECH SESSION

The Technicalities of Preparing Your Porsche For Sale

By George O'Neill PCAUCR Tech Editor

Tech Editor's Note: As always, please send your feedback to me and consider submitting an article about any Porsche tech-related issue you wish. Contact me at: George@ONeillAdvisors.ca

You may think someone who advises others about buying and selling great businesses and associated real estate would have no problem selling his own belongings. I must admit, when it came time to sell one of my Porsches, I delayed the process for as long as I could.

Oops, I sure hope my wife doesn't read this!

Early last year I agreed with my wife that since I did not drive my 996 very often it was time to sell. With another Porsche already in our garage and us filling the days with either building our business brokerage or spending time with our girls, we really had very little free time to enjoy the car. Our 996 was still in excellent shape with low mileage, but almost every time I brought the car out from storage there was something requiring attention. On one occasion the electric seat was not working. Another time the cabrio top needed adjusting, and on and on. It is so true that perhaps the worst thing someone can do to a vehicle is to just let it sit.

After missing last year's spring selling season because of my foot-dragging, purposefully missing the best time of year to sell a convertible, I continued to drive and enjoy the car for the balance of the year until I put it away for the winter. With the arrival of spring this year and my wife fed up with my procrastination, I had to do the deed. As soon as the snow was gone I prepped the car for sale.

Selling a Porsche, or any other special interest vehicle, is not like selling the average daily-driver. First, the condition of the car is obviously important, but what is also perhaps as important is the complete history of the vehicle in terms of the number of owners, where the car spent time and how it was driven, any accident records, and how the car was maintained. Does everything in

the car work properly with all factory provided tools and documents included? Any gaps or inconsistencies will raise a buyer's alarm bells, and will most likely devalue the vehicle.

The main lesson I was reminded of through the process of selling my 996 (and by the way, this also applies if you are selling a business) is to start collecting and checking the accuracy of the records early, so you have everything in proper order by the time you are ready to talk to potential buyers. I found material errors in records that I had to get corrected, just in time as it turned out. Had I been unable to rectify the items, I think the buyer of my 996 would have walked away or tried to renegotiate the price downward.

To sell a general purpose vehicle in Ontario, you should provide at a minimum the following reports to potential buyers: Used Vehicle Information Package, safety certificate, as well as the Drive Clean report. When selling a Porsche, in order to get the highest price, you should also provide complete maintenance records, copies of invoices for all vehicle repairs, a current CarProof report, all original sales documents, owner's manual, books and tools.

If you can produce documents validating the ownership and mileage history of the car, as well as everything that

has been done to maintain the car, you are on your way to earning top dollar. Additionally, if you have the original window sticker and receipt from when the car was sold new, do provide those, as enthusiasts absolutely love to have these types of documents for their car. I originally bought my car, almost new, from a Porsche dealer. I was satisfied at the time the history of the car was solid, and that indeed turned out to be true when I finally got around to validating that history when I began the process of collecting the documents to sell the car a number of years later.

But as I was to learn, during the almost ten years I owned the vehicle some of the records became incorrect. Specifically, more than one mileage reading recorded at the bi-annual Drive Clean checks was not correct when listed on the CarProof report. Lower mileage was recorded in later dates than earlier dates, which one could assume meant the odometer may have been tampered with. It was not, since those recordings were in error and the report also had an accident listed, which had never

occurred. These are serious issues that can dramatically decrease the desirability of a Porsche to potential buyers. It is important to understand that CarProof reports are trusted by many buyers to research the actual history of specific cars they are interested in purchasing. It's crucial the CarProof report for your Porsche is accurate.

First, I must say the folks at CarProof were very helpful and listened to my concerns. I was told they would contact the police to see what more they might be able to learn about the accident that was reported. I also asked that if I was able to provide evidence the mileage history was incorrect, would they update the mileage portion of the report? The agent at CarProof agreed. I then called the Porsche shop that I had always taken the car to for service and asked if they could print out the service records for my car, and they

were happy to do so. I received the report just a couple hours later via e-mail, and compared the date ranges around the times my Drive Clean tests occurred and was able to establish the proper mileage readings. I forwarded this information to CarProof and they went ahead and corrected the report for the car. One problem solved, now one to go.

I turned my attention back to the accident line item, and CarProof was able to obtain from the police a bit more information and they said it seemed the car may not have been actually involved in an accident (which I knew it was not) but may have been a party to an accident meaning the license plate may have been recorded by the police as part of some accident investigation without the car actually having participated in the accident (again, something I was never aware occurred). The police records had no more details, so CarProof basically said they could not do anything more to help, since they could not find a way to validate my claim the car was never involved in an accident. They agreed the record was unusual, but on this alone they could not take my word the car was accident-free. They suggested I try calling the police directly to see if I would be able to obtain any additional information, so I did.

When I spoke with the duty officer at the accident reporting center for my district, he honestly did not seem very interested in helping me, and I also got the sense he really did not like the ability of the public to be able to see such records in reports like CarProof. Transparency does require people to pull up their socks and do things right, since in my opinion sloppiness in reporting was a factor in the record I was trying to fix, causing me lots of aggravation and possibly the loss of the sale of the car. I have no tolerance for laziness and people taking shortcuts and not caring about the implications of actions on those that come later in a process, whether it is associated with the sale of a Porsche or a business. Despite the attitude of the officer, and perhaps because I like to negotiate when there is a real purpose, I dug in and committed myself to finding a way to get this injustice resolved.

continued on page 14...



VEHICLE HISTORY REPORT

CarProof Verified

VEHICLE DETAILS:

VIN: WPOCA29972S65285

Year/Make/Model: 2002 Porsche 911

CARRERA24

Body Style: Convertible

Country of Assembly: Germany

Cylinders: 6

Fuel Type: Gas

REPORT DETAILS:

Report Number: 8240564

Report Date: 4/14/2014 12:07 PM

Report Status: Complete

REPORT SUMMARY

Accidents / Damage:

No damage records found

Lien Records:

No lien records found

Canadian Registration:

Ontario (Normal)

Stolen Status:

Not declared stolen

U.S. History:

No U.S. history found

QUESTIONS?

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VEHICLE HISTORY REPORTS

Report Findings in Chronological Order

CarProof

Below are all records for the vehicle, listed in the order that they occurred. To find out more information about a particular record, click on it to jump to the detail on subsequent pages.

Date	Location	Data Source	Type of Record	Detail	Odometer
12/23/2002	Ontario, Canada	Motor Vehicle Dept.	Canadian Renewal	CANADIAN RENEWAL	
11/20/2003	SCARBOROUGH, Ontario, Canada	Motor Vehicle Dept.	Canadian Renewal	CANADIAN RENEWAL	
09/01/2004	SCARBOROUGH, Ontario, Canada	Motor Vehicle Dept.	Canadian Renewal	CANADIAN RENEWAL	
07/01/2005	Canada	Auto Auction	Odometer Reading	REPORTED AT AUTO AUCTION	44000 KM
07/26/2005	Ontario, Canada	Drive Clean	Odometer reading		45096 KM
05/19/2006	Ontario, Canada	Drive Clean	Odometer reading		45439 KM
05/11/2006	TORONTO, Ontario, Canada	Motor Vehicle Dept.	Canadian Renewal	CANADIAN RENEWAL	
07/31/2007	TORONTO, Ontario, Canada	Motor Vehicle Dept.	Canadian Renewal	CANADIAN RENEWAL	
08/28/2009	TORONTO, Ontario, Canada	Motor Vehicle Dept.	Canadian Renewal	CANADIAN RENEWAL	
09/29/2011	TORONTO, Ontario, Canada	Motor Vehicle Dept.	Canadian Renewal	CANADIAN RENEWAL	
07/31/2012	TORONTO, Ontario, Canada	Motor Vehicle Dept.	Canadian Renewal	CANADIAN RENEWAL	

gpc://reports.carproof.com/main?id=1DZvznY9Zf1x4YCDmN2fomQ3d3d3d

Page 1

After much dialogue back and forth over two weeks with me as the middleman between several people at the police and CarProof, I was finally able to demonstrate to CarProof that since the records the police had were clearly lacking in sufficient detail to support their claim the car was really involved in an accident, and since all my other records did not indicate any accident damage was ever observed or repaired by my garage, and since no insurance company reports were ever reported about damage to the car, CarProof finally believed the evidence was stacked in my favour and they would update the report to remove the accident line item and put in their internal file a note indicating why this item was resolved in this manner. With that, I now had a clean CarProof report to match the reality of the actual history of the car. With a sigh of relief, I was able to sell the car at the price I wanted.

Here are my top five lessons in getting your Porsche technically ready for sale:

- 1) Each time you visit a Drive Clean test centre, check your car’s mileage to ensure it is recorded accurately by the technician in their system. Also check the mileage recorded by your service shop each time maintenance is performed to ensure their records are correct.
- 2) Check your car’s CarProof report as soon as you are thinking about selling to confirm everything is in

order. If it is not, immediately take steps to resolve the report since serious buyers will not pay the best price if they sense inconsistent odometer readings (as this could be an indication the true mileage is more than what is being reported) or if the car has an accident history. Reporting errors are sometimes made, and can be corrected if you have the proof.

3) Ask if your maintenance garage is able to provide a history of your car’s service records. Also, keep your own records and receipts of all maintenance and repairs so you can show these to potential buyers.

4) Ensure everything in your car is working properly, and drive your car often to keep it in top shape.

5) Provide all documentation and tools with the car, covering as much history about the car as possible. Porsche buyers are buying more than just the car, they are buying the associated provenance. The more information you have validating your claims about the car, the more your car should be worth to them.

Selling a Porsche for what it is really worth involves getting the technical records correct. My experience has been it is worth the effort required. If you proactively implement my top five lessons, it may not require that much effort at all.



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PORSCHE



Hearth Place Fun Run and Show & Shine

By Irena Kropman, Hearth Place Event Coordinator Overhead Photos by Richard Zuccato

Staff and volunteers of Hearth Place Cancer Support Centre eagerly welcomed members of PCA-UCR to our home on August 24th. We enjoyed warm weather on our patio with a delicious breakfast and appreciated the opportunity to tour guests through our facility. Our staff shared stories of our members and informed guests of our many programs available free of charge to cancer patients and their families.

The club members began their journey from Oshawa early in the morning with full bellies, enjoying a picturesque drive through northern Durham, Brock Township and into the Kawartha Lakes. We drove around the north shores of Sturgeon Lake and through the lovely town of Fenelon Falls.

What a beautiful view from Eganridge Inn & Country Club where we stopped to enjoy a fabulous lunch ending with harvest apple pie from a local orchard atop a pool of crème Anglais.

We are fortunate enough that Richard Zuccato took some beautiful videos throughout the day, including as we left Fenelon Falls. You can watch his video here: <http://youtu.be/IN1pD5foDg>.

We continued over the Trent Canal and along the west shores of Pigeon Lake and ended our remark-

able day at The Royal Oak Bar and Grill where our Porsche members allowed Hearth Place members to view, ask questions about, and even get inside some of their gorgeous cars.



One of the most unforgettable sights was seeing Owen, an 11-year-old survivor, as happy as can be. Owen recently completed his treatments and in celebrating at a summer camp meant only for children with cancer and their families, he broke his leg!



Photos by Hearth Place Staff

Owen was in his wheelchair giggling with excitement to have David Forbes to push him as fast as a Porsche. Owen even got up and left his wheelchair behind to hop from Porsche to Porsche to see what it felt like to sit in the driver's seat. He especially enjoyed the sound of their horns!

The Hearth Place members and their families were very appreciative for the opportunity to see the many makes and models of Porsche; it was a great end to the day. To view more photos from the day, please visit us at <http://hearthplace.smugmug.com/Porsche>; the password is UCR.

continued on page 19...



Photo by Wally Khalil



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...continued from page 17

Hearth Place is about comfort, healing, and accompanying people in their journey with cancer. It is about hope and it is most assuredly about living. We were so honoured to welcome the PCA-UCR club to our home; we are grateful that you have taken the time to get to know us and what we are here to do for our community. I thank you for being here today in support of Hearth Place and

our members. With your support and care, we will continue providing families who are impacted by cancer the Hope, Encouragement, Acceptance, Reassurance, Trust and Help for which Hearth Place stands.

We look forward to next year's 2nd annual Hearth Place Fun Run and Show & Shine on Saturday September 26th, 2015 and we hope to see you there.



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UCR Autocross – 2014 Update



By Mario Marrello, UCR Autocross Chair Photos by Wolfgang “Sonny” Lott, UCR Member

When I took over the duties of the Autocross chair way back in 2006 I had no idea I’d continue to enjoy putting it on in 2014. I love organizing this event for our members and hearing about how much they’ve enjoyed it and how their driving has improved because of it.

When I joined PCA in 2000, my goal was to learn as much about the 944 I had just bought—and still own—as I could. I had heard about a Porsche Club back then and decided to search it out on the internet. I signed up almost immediately—what a deal! I can’t recall how much it was for a membership back then, but it’s even more of a deal today, especially with the number of events and activities UCR has available.

Just after joining, I looked at the PCA literature and read about this event called the autocross. Why doesn’t UCR have this, I wondered? Well, three years later, the autocross event came back to UCR. Apparently, it had existed in the club earlier but didn’t quite survive.

Someday I’ll get the details from our historian, John Adam, and perhaps get some insight from the participants and organizers of the event back then.

In 2014, autocross is a regular sell out. It has grown from the early days when it was great to attract just 10 cars; then, in 2008 we were “breaking records” with about 16 cars. Now, we have 25 cars filling the event to capacity and a wait list. I would like to thank all the participants, and especially those that try to make it out to each and every event.



This success encourages us to think about expanding the event so we can get more members participating. One option is to run events in different areas of the province: Maybe the London area? How about Barrie or Peterborough? I would love to hear from anyone who would help us run an autocross in each of those areas (or any other area that has a large parking lot, runway or any paved patch of land). I will be happy to come out to help get things started and continue to help keep it going! Luckily, I have organizing this thing down to a science and I’ve been able to keep it going with the small team of my son Paul, Geoff Sheffrin and myself. Geoff has been helping the past two years and I want to thank him for his continued support.

Feedback is always positive and I’m happy for that, but I’m one to always look for ways to improve: “if it ain’t broke, we’re probably not pushing hard enough!” If you have any thoughts or insights into how we can improve or expand this event, feel free to reach out.



The next event is scheduled for October 5 at the Toronto Star Press Centre. Check online for registration details—if the trend continues, do it now or it will be sold out!



ROAD TRIPS: Member photo of the month



Robert Martin's Porsche.
It is a 1991 964 Targa, Canadian spec car, purchased in Montreal from the original owner. The photo was taken by Robert's wife, Joanne Martin, at the Welland Airport, September 10, 2014. The early morning provided a nice background for the Targa.

PCA/UCR 2014 NOMINATING COMMITTEE SEEKING RECOMMENDATIONS



UCR's Nominating Committee nominates candidates for election to the elected offices of the Club and conducts the annual elections.

The elected offices are President, Vice President, Secretary, Treasurer, Director of Communications and five Directors.

The Club's Board of Directors comprises the ten elected officers and the most immediate past President.

If you are interested in being nominated by the 2014 Nominating Committee for election this year, or wish to recommend another person for nomination, please advise the Chair, Walter Murray at the following email address: murray.dexta@gmail.com
You can contact any other member of the 2014 Nominating Committee, namely Mario Marrello, Guido Hafer, Mick Oliveira or Peter Oakes.

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August DE in pictures

UCR member Joanne Martin attended the August DE at the new Driver Development Track at CTMP. She shared her fantastic shots with *Provinz*, and we're thrilled she did, as it gives those who missed the event a chance to see a glimpse of the new facility.

Thanks, Joanne!



Photos By Joanne Martin, UCR Member



CLUB RACE Album



Photos By Michael A. Coates, UCR Club Photographer



UCR's Del Bruce checking out the pace car.



UCR Club Race Chair Mick Oliveira flanked by the PCA race officials.



The grid volunteers.



Mick Oliveira and Mike Edmonds.



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Not quite 24 hours at the Nürburgring—Part 1



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

My most recent trip to Germany may have taken in the fast Autobahns and the wonderful mountain passes in the south of the country, but there was something far more thrilling to the north awaiting my attention.

Close by the industrial heartland of that country is the world famous Nürburgring, the 73-turn, 13.7-mile road which stands as a testament to the European conviction that the quickest way from point A to point B is not necessarily a straight line. The road twists and turns up- and downhill to give an overall elevation change of over 1,000 feet from lowest to highest points. And you thought Mosport had elevation changes! Note that I have said ‘road’ not ‘track’—legally the Nordschliefe is a toll road not a track—although truth to tell it would be impossible to make a map reading error and find yourself in the middle of the 24 Hours by mistake!

Sports car manufacturers will often benchmark their cars there and quote the seven-minute plus X-seconds lap time as an advertising ploy. The outright lap record is currently held by that British manufacturer of barely

legal road cars, Radical. Michael Vergers drove the Radical SR8LM to the track from the UK factory and then recorded an astonishing time of 6.48 during an open session with traffic! The big guys rent the whole track and close it and it was that way that Porsche reeled in a 6.57 recently with the 918, a third best ever time behind another Radical. Nothing else comes close.

So what does such a hallowed and notoriously difficult road course hold for me? A track day of course! It just so happened that I could time my exit from the Macan collection expedition to coincide with a full day at a closed track day session run by the British outfit Destination Nurburgring or DN as they are commonly known.

But surely Miss Martini was left in Canada I hear you thinking? Well, yes, she was, but I was not about to let a detail like that spoil the story.

Enter Heidi Kleen. Don’t confuse Heidi with Sabine Schmitz, also known as ‘Queen of the Ring’. Actually Sabine will, for a mere 600 Euros, give you the ride of your life for a very hot lap in her GT3RS Cup. Heidi Kleen and her husband Theo have been in motorsports most of their lives it seems and started the very first company to offer track cars for the Ring. That was 10 years ago. Today, Rent Race Car runs a fleet of “about 50” well-prepared cars that can be rented for Ring laps or laps at several other tracks. They are, without doubt, the best-established and most respected outfit at the Ring. The cars are fitted with rollbars, good seats, upgraded brakes and suspension and sticky tires. From a Suzuki Swift, the range runs through several hot hatches not available in North America, to the much vaunted Toyota/Subaru FRS/BRZ coupe to the new Cayman, E93 BMW M3 and 997 GT3.

I tried to reserve a Cayman, but one was not available. But I received some sage advice from John Dean Sr, a

wily, old-time race driver who has won numerous championships in the USA. “Andrew, if you want to enjoy your first Ring experience, get a low-powered car,” he advised. “You will not be going fast, believe me, and a low-powered car is a good way to stay out of trouble and have fun.”

Alrighty then, that’ll be the 250hp Golf 7 GTI for me. A good choice it turned out, much cheaper than the Porsche, faster than I needed, and a trip back to my days of front wheel drive. Well not so much FWD nostalgia really, more a revelation at the way computer-aided DSC, PSM and all those other acronyms can change the basic handling of what should by rights be a wildly understeering FWD into almost completely neutral. Would I want a Golf long term? No. The electronics are far too intrusive in their operation even when you are far from the limit. But it was a very good car for a first drive at the Ring.

Before heading over to Germany some research suggested to me that an instructor would be a good idea. Now that I have been there I would say that if you have

continued on page 30...



...continued from page 29

track experience, no matter how much, an instructor is essential. I really do mean ESSENTIAL. You have experience and you can drive competently, yes? It does not help at the Ring; in fact, I suspect that usually the complete novice will be safer and have more fun because he is not going to drive at track speeds. We might

be tempted to do so and that can lead to big trouble. Several drivers, including John Dean, told me before I headed out to treat the place as a nice piece of fast country road, not a track at all. Without an instructor who knows the place intimately, that is also very good advice.

continued on page 33...



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So what instructors are available and what are they like? Well, DN will provide them on an 'as available' basis, free of charge. That will probably get you a fellow trackie from the UK or Germany who has made hundreds of laps.

Or they can provide pros at a cost. I asked Heidi for a coach to complete four of the 16 laps I paid to complete

in the Golf. She introduced me to a jovial 6' 6" giant, Martin Dose, a German racer who has, by his own estimation, completed "oh, far more than 25,000 laps". Do the math: That is over 550,000 km! Sound improbable? Consider this, he has driven the 24 Hours there 19 times since 1978, he has been a pro rally driver and racer and at 59 is still very active in the sport. He is one of only 25 FIA licensed instructors in Germany. But probably the very best thing about Martin is that he is a real gentleman in the true sense of the word, and he has a terrific sense of humour.

There are many ways to experience the Ring, but I would say that there are basically just two main categories, the Touristfaren or the Track Day. The former is the infamous tourist drive where motorcycles, fast cars, slow cars and even school buses will turn up in the evening for the 'tourist drives'. Not for me that one.

Don't miss the conclusion of Andrew's adventure at the 'Ring in next month's *Provinz*!



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THE PORSCHE-PHILE

Eric LeBlanc



By John-Kurt Pliniusen, Porsche-Phile Editor



Eric LeBlanc has just bought his first Porsche and recently joined us in UCR. Here are his thoughts about his new journey with his 1989 911 Targa.

How long have you wanted a Porsche and what's it like?

I've wanted one for about 15 years, and have been seriously looking for three. Especially the early generation 911s from the '70s. Now I look forward to every time I can jump into that seat, feel the quality and fit, even after 25 years. It really starts the day off on a high note. Even being stuck in traffic doesn't make me nuts any more. I just get to spend more time behind the wheel! The favourite part of my day is now the drive in, along with the drive home, which usually takes a bit longer as I have time to take the scenic route and head east for a bit before turning back west to home.

Why a 911?

I have always loved the classic lines of the 911...the quintessential Porsche. You are a part of the drive, not just along for the ride. You can feel the road, feedback via steering and brakes makes you pay attention and really be in command of the drive. That, for me, is awesome! I have owned other convertibles and really wanted a

Targa, to get the best of both worlds, wide open to enjoy the rush of air through the cab, but a hard top to extend the driving season in the fall and spring. The hard top stiffens the car up a bit and the ride with top on or off is awesome. Convertibles of that era are really hard to come by. I know several people who have one, but they are much newer and a bit out of my range. Plus, they are water cooled with tiptronic. I was looking for a classic air-cooled five-speed. I really enjoy the act of driving.

I tell my friends now that if they are looking for a supercar that can be used as a daily driver, and put the fun back in driving, they have to consider a Porsche. The network is great, with lots of really good information on the internet via user groups. Parts for most cars, in particular 911s, are still easy to come by.

But beware, don't test-drive one unless you are prepared to purchase. Once you drive one, I dare you not to eventually get one. It might not be the first one you test drive, but you will definitely want one. Take your time, get one that has the service history, and a pre-purchase inspection (PPI) from a Porsche dealer. But once you find the right one for you, it will be awesome. But beware, you better have some extra garage space, these things are like potato chips, you can't have just one!



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OBJECTS OF DESIRE



Bill Murray
needs my car



Photo by Brian Graham

By Emily Atkins, Provinz Editor

If you haven't seen Caddyshack, this column may not be for you. So, if you decide to check out the classic movie before reading on, we'll wait.

If you can't wait, here's a synopsis of the relevant bits: Bill Murray is a golf course groundskeeper tasked with exterminating a pesky infestation of groundhogs (or gophers; they all look the same). Like Wile E Coyote who drove himself crazy trying to catch the Roadrunner, Murray's character Carl is obsessed with his task. And the groundhogs just laugh at him. Until he takes desperate measures and essentially blows them all up.

What on earth does this have to do with 911 racecars?

The last VARAC race event was at Calabogie Motorsport park. This is a long track with 21 corners, carved out of the Ottawa Valley wilderness. Once you leave the front straight you're essentially out in the wilds, on your own. Local lore reports bear sightings, deer, wild turkeys. You name the critter, it's probably taken a tour of the track at some point.

This was my third time there; my first in the 911. I was pretty awful. Slow and hesitant. Not loving the track or my car at all.

So there I was tooling around at the very back of the pack. So far back I was in another universe, orbiting at a leisurely pace. It was solo lapping with the track to myself while the rest of the pack screamed around in the distance. It was a lovely Sunday morning. The air was clear, the sun shining. I was quietly reciting my mantra of the day: "Please let it be last lap. Please let it be last lap."

I negotiated the tricky Temptation and the throw-away corner, Deliverance, clearing a small rise and slight right-hander. As I put my foot to the floor for the straight, I spied movement at ground level in my left peripheral vision. A brown blur made a swift move to the racing line, and BANG, it went directly under the centre of my car.

Although I had time to see it coming I neither lifted nor braked nor swerved. Right or wrong, I figured hitting a groundhog while under full acceleration was probably a better choice than upsetting the car and ending up in the weeds—or worse.

After the bang I could see nothing in the rearview mirrors. Slightly shaken, I confess I slowed a bit, concerned the rodent had damaged the car.

It's amazing how fast word got round the marshall stands. Only a corner or two later I could see them doing the car check—bending down to get a peek at the underside, looking for leaks or loose parts. I slowed to let them, figuring they'd black flag me if they saw anything amiss. But I guess they saw nothing because I was allowed to continue.

Coming over the crest at Deliverance on the next lap the marshall pointed the debris flag at the limp corpse lying directly on the racing line. It felt almost accusatory. Or was he congratulating me?

It's been a great temptation in the weeks since to put a little groundhog decal on my fender with an X through it, and add the word "Killer" in WWII airforce style to the roof above my door.

Who knew a little 911SC could be such an efficient killing machine? The car was not even scratched by the impact, and the dead 'hog looked peaceful, as though he were simply napping, mid-track. No blood or gore, nothing stuck to the car's undercarriage. A clean kill.

Not that I want to make a habit of dispatching small (or bigger) animals while racing. I'd really prefer to use my car to chase down and pass my fellow racers, rather than a killing machine.

That said, should Bill Murray ever drop round, looking for a way to eliminate a gopher problem, I'd probably help him out!



ROAD TRIPS

Near or far, we want your car!

Where have you and your Porsche been together? Please share your road trip snapshots with *Provinz*. Send us a hi-res photo—or several—and a quick write-up about where you went or where the photo was taken. Near or far—the corner store or Zanzibar! If you and your copy of *Provinz* are in the picture, so much the better! Please send pics and details to the editor, Emily Atkins at: porschemily@rogers.com.



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944 CORNER

The final push

By Darren deRoos, Provinz Assistant Editor



I can be a bit of a procrastinator—just enough to make life interesting sometimes. Take, for example, building my car. When the project begins it's very easy to be all gung-ho going in. Ideas flow like money from a drag racer's wallet and it can be detrimental to sleep when you are lying in bed for hours, dreaming of wide wheels, superchargers, and blowing the doors off a 911 out of turn 10.

Plans are made and work comes easy in the early stages. It's like grade school when I was young. Early in the year I'd be ready to listen, do my homework, organize my notes, then reality sets in and things get hard, questions go unanswered and frustration can set in. This is where procrastination can rear its ugly head.

I've realized over the years when building cars that there is a formula involved in finishing a project. It takes 50 percent of the time to complete 90 percent of the work. It takes the other 50 percent of the time to complete the last 10 percent. Roadblocks appear, issues crop up, and the project stalls. This is a dangerous time. I have abandoned a few projects over the years due to this phenomenon.

It's easy to fall out of love with a project when things get hard, and that "mint" low mileage 944 Turbo starts looking pretty good. "What am I doing?" I ask myself. "I should just go buy a car that's done and avoid all this hard work." Yeah that's a great idea, or maybe some guy will come along and buy it from me, at pennies on the dollar for sure, but at least I won't have to deal with it. Then you realize those nights spent dreaming of wide wheels and superchargers are replaced with thoughts of it not starting and money being thrown down the drain.

You need to fight past the procrastination and dig deep to find some motivation. For me this year it came in the form of the PCA-UCR club race. It was during this time

that I realized why I started my project in the first place. Because I love a challenge, and I LOVE the 944, MY 944!

Seeing the fun the racers and DE participants at the track were having made me want that again, with my car, my project, my 944. I was also fortunate enough to drive a friend's recently restored 1987 944 turbo. This also lit a fire under me. It's a fabulous car and really made me realize just how amazing my project could be if I got off my butt and really dedicated myself to it.

This didn't happen without some bumps and bruises along the way. One of the toughest challenges I faced came in the form of a blow to my health. In July of this year I ended up in the hospital with a bout of back pain like I've never experienced. This woke me up and solidified in my head that when I was healthy again, I must finish my project. Although I am definitely better after two months of physiotherapy, as I write this I still wonder if my back will hold up. I better hurry up and finish this project in case I don't get another chance.

I am in the final stages of finishing the supercharger project. I am extremely happy with the work so far, and minus a few small issues and pending the arrival of my now highly modified DME unit, I should be able to start the car in the next week or so.

It's a very exciting time seeing the light at the end of the tunnel. I find myself staring at it, wondering how much power it will make? What will it sound like? Will it even start? I have some parts on the way that will help me finish it completely and after finally lowering it off the jack-stands and rolling it out of the garage for the first time in a year to see it sit on my new-to-me dream wheels, it's very satisfying.

Happy Cornering!



TRACKTALK



Photo by 303 Imaging

By Dave Osborne, UCR Track Chair

I had already written October's Track Talk when two things occurred. The first was the NASCAR truck race at Mosport and the second was Tony Stewart's return press conference. Please keep in mind that this is just my opinion, but I would like to tell you what I think those two things have in common. Some people say that you can't argue with success, but if that success damages the sport for the profit of a few, then is it really success?

At the beginning of the Mosport Truck Race the broadcasters put a graphic on the screen that listed the two greatest factors in Sunday's race. They weren't skill, elevation changes or picking the right passing opportunity. They were "Getting to the End" and "Road Rage". They didn't even blink an eye while explaining how frustrating it is to be behind someone you can't pass, (either through lack of skill or lack of power), so it is perfectly reasonable to punt that leading truck out of the way. They were amazed at drivers who showed any patience at all. They claimed that letting the guy know you're there is just fine, because rubbing is racing. If the guy who gets "bumped" loses control and crashes that would be his fault. They started the broadcast looking forward to another "Green, White, Checker" finish, like last year.

In last year's race the leader got punted off in the last turn before the start/finish line. There was more

contact after the checkered flag and someone was assaulted in the pits. The lesson here is you don't have to possess the most skill, you just have to pick the right moment to slam into the leader's door. The fact that NASCAR rules allow unnecessary contact and still reward the aggressor with the win means that, in this author's opinion, NASCAR is the WWE of racing. Instead of trophies they should award the winner with a giant belt buckle, while guys in funny costumes threaten their rivals. Let's go a step farther and if you can wrestle the trophy out of the winner's grip on the podium, you get to keep it. It's all a big money spectacle and has little to do with motorsports or sportsmanship.

That brings me to Tony Stewart. Whether you believe that he hit Kevin Ward on purpose, just tried to throw dirt on him or had no idea at all that Ward had left his car, Tony Stewart and NASCAR are complicit in his death. Like him or not, it's no secret that Stewart is a bully. His behaviour on the track and in the pits during his career isn't something that any new driver should emulate. However, that's the very behaviour and poor sportsmanship that NASCAR rewards. I would first ask what a three-time professional champion is doing racing kids for trophies? I can probably outdrive anyone in the Green run group, but I don't think it's a good idea. Amateur drivers in local races have limited budgets, limited skills and are trying to

learn their craft. Racing against a champion with an unlimited budget isn't sportsmanship, it's just self-aggrandizement while stealing their trophies.

I'm not making apologies for Ward's behaviour either. He never should have gotten out of the car. Not running around in traffic is something your mother teaches you. On the other hand, the rewards of publicity and starting a rivalry with a NASCAR champ are the first steps in the journey to the big show. Attention gets you sponsorship money, sponsorship money gets you more attention, and no one likes attention more than NASCAR, if it doesn't get you killed.

I seem to recall a younger Tony Stewart walking across an active racetrack and slamming his helmet into someone's windshield a few years ago. Who do you think an aspiring driver named Ward learned that stunt from? Why didn't NASCAR implement a "Stay in the Car" rule then? There were two drivers in Sunday's race who were under the age of eighteen. Not even old enough to sign a waiver and take our DE course. These young, impressionable drivers quickly learn what they need to do to make it big in the

NASCAR Wild West show. Sportsmanship isn't even on the list.

Whether you agree with me or not, until NASCAR develops some common sense rules and enforces them, they are a plague on motorsports. I have no sympathy for Stewart. I'm saving it for Ward's family.

With our DE season quickly coming to a close I want to remind everyone that we traditionally have an Oktoberfest dinner at the track on the Saturday evening of the event. This year that dinner falls on October 18th. We'll be celebrating the last event of the season in the large banquet room in the main tower so we'll have lots of room for those who would like to join us. If anyone who couldn't make the DE would still like to come out and join us for the dinner and a beverage, we would be happy to accommodate you. The food does need to be ordered in advance though, so if you would like to join us for dinner please send me an email at csracing@kos.net at least a week prior to the event. We would love to share a meal with you.

See you trackside,
Dave



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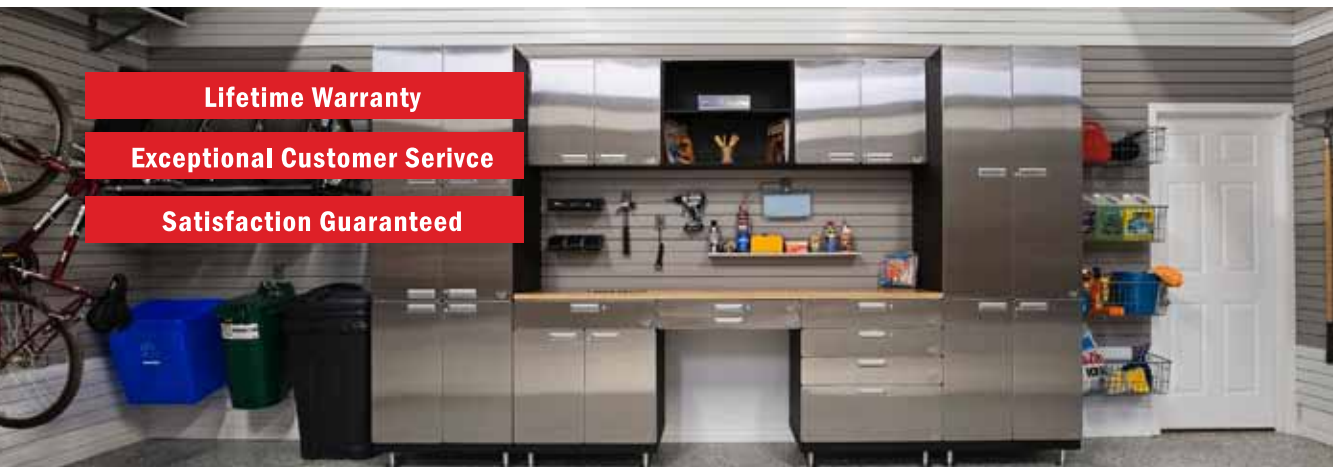
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PERIPHERAL VISION

By John Adam, UCR Historian



needs to be thanked for bringing the idea to fruition as well as writing the story.

It was so much more than a charitable contribution on the part of UCR. We gave these families a day of fun in the midst of a difficult life. We MUST do it again next year. The Red and Black Run Group are steadfast in their support of this program.

Upcoming is the UCR election. It's time you consider the slate that has been put forward. We have some very strong candidates and we need your help to create the 2015 executive line up as well as adding event chairs. In November, we will host our Awards Banquet and welcome the new board at our prix fixe dinner with wines – and the latest news from Porsche Cars Canada.

The mind tends to wander at this time of year. October is chancy for DE events – the weather could be cold or even snowy. Winter works projects need to get done and the Porsche is always due for some winter works or perhaps just an oil change before hibernation sets in.

At our house, winter travel is always part of the agenda. Having just completed a tour of Prince Edward Island,

Our June driver education weekend event was preceded on Friday by our DE group providing track rides and lunch for some kids and their parents. The full story has previously been covered by **Jill Clements-Baartman**. She

next up is Iceland in November. Cool, eh? Following that will be several two-week stints at warm weather destinations, which appeals to my penny-pinching nature.

Might as well give some thought to the 2015 Parade in French Lick, Indiana. Yes, June 21-27 is still way off in the future, but there is nothing to prevent us from planning ahead. Watch Panorama for registration details. Put Parade on your new 2015 calendar.

BTW, it is 977 km to French Lick from Mississauga. It's probably worth a stop at the Indy 500 museum on the way south and at the Dayton Air Force museum on the way home. Others might see fit to stop off in St. Louis or Chicago.

The 2016 Parade will take place at Jay Peak Resort in Vermont.



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427 Auto Collision	32
911 Parts	27
Aspen Wood Floors	32
Auguste Lecourt	46
Auto Storage Palace	27
Bergmanis, Preyra	41
Braidan Wheel & Tire	48
Bruce Farrow Licensed Appraiser	46
Continental Tire Canada	2
CPS Flooring	23
Dent Doctor	46
Downtown Porsche	30
Engineered Automotive	34
Furtmair Auto Services Inc.	7
Hunter Motorsports	43
Keltech Performance	36
Lant & Co. Insurance	31
MantisSport	18
Maurice Bramhall	46
Michael A. Coates Photography	6
Mobile Magic	27
Nineapart	31
OnWall Solutions	42
Paragon Competition	33
Pedros Garage	14
Pfaff Autoworks	19
Pfaff Porsche	38
Porsche Cars Canada	15
Porsche Centre Oakville	47
Porsche of London	10, 31
Segal Motorcar	36
Seidman Kaufman Group	18
Whale Tail	43
Zorotech	26

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