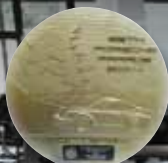


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winner for best overall
PCA regional magazine



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Cover: Chassis 57 photo by
Shane Rahemtulla, UCR Member.
Story on page 28.



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2015 CALENDAR OF UCR 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

MARCH

3	Tues	UCR Board Meeting	25	Sat	UCR Rally
6	Fri	Ski Day, Osler Bluff Ski Club	26	Sun	UCR Autocross, Toronto Star
10	Tues	UCR Social			

APRIL

7	Tues	UCR Board Meeting	4	Tues	UCR Board Meeting
11	Sat	UCR Introductory Driving School, CTMP Driver Development Track	6-9	Thurs-Sun	Montebello, Quebec Tour
14	Tues	UCR Social	7-8-9	Fri-Sat-Sun	UCR Club Race (Can/Am Challenge, CTMP Main Track)
25	Sat	UCR Introductory Driving School, CTMP Driver Development Track	11	Tues	UCR Social
			14	Fri	UCR Introductory Driving School, CTMP Driver Development Track

MAY

2	Sat	Muskoka Spring Fun Run	15-16	Sat-Sun	UCR Driver Education, CTMP Driver Development Track
3	Sun	Shift into Spring at 427 Auto Collision	22	Sat	Blue Mountains Fun Run
5	Tues	UCR Board Meeting			
9-10	Sat-Sun	UCR Driver Education, CTMP Main Track			
12	Tues	UCR Social			
30	Sat	Porsche of London Fun Run			
31	Sun	Street Survival School, Seneca College (Finch & 404)			

JUNE

2	Tues	UCR Board Meeting	1	Tues	UCR Board Meeting
5	Fri	Driven 2 Smile Charity Event & Solo Lapping (Red & Black Groups) CTMP Main Track	6	Sun	UCR Concours d'Elegance, Burlington
5-7	Fri-Sat-Sun	Architectural and Gastronomic GT Tour	8	Tues	UCR Social
6-7	Sat-Sun	UCR Driver Education, CTMP Main Track	12	Sat	Porsche of London Fun Run
9	Tues	UCR Social	13	Sun	UCR Autocross, Toronto Star
20	Sat	Bear Manor Niagara Escarpment Poker Fun Run	18	Fri	Braidan Tire "Wheels for Humanity" Charity Event & Solo Lapping (Signed-off groups), CTMP Main Track

OCTOBER

3	Sat	Muskoka Fall Fun Run	19-20	Sat-Sun	UCR Driver Education, CTMP Main Track
4	Sun	UCR Autocross, Toronto Star	26	Sat	Hearth Place Fun Run & Car Show
6	Tues	UCR Board Meeting	27	Sun	Street Survival School, Powerade Centre, Brampton
13	Tues	UCR Social			
17-18	Sat-Sun	UCR Driver Education, CTMP Main Track			

JULY

4	Sat	Niagara-on-the-Lake Fun Run	3	Tues	UCR Board Meeting
5	Sun	UCR Autocross, CTMP Driver Development Track	10	Tues	UCR Social
7	Tues	UCR Board Meeting			
14	Tues	UCR Social			
17-18-19	Fri-Sat-Sun	UCR Driver Education, CTMP Main Track with NNJR			

AUGUST

4	Tues	UCR Board Meeting	1	Tues	UCR Board Meeting
6-9	Thurs-Sun	Montebello, Quebec Tour	6	Sun	UCR Concours d'Elegance, Burlington
7-8-9	Fri-Sat-Sun	UCR Club Race (Can/Am Challenge, CTMP Main Track)	8	Tues	UCR Social
11	Tues	UCR Social	12	Sat	Porsche of London Fun Run
14	Fri	UCR Introductory Driving School, CTMP Driver Development Track	13	Sun	UCR Autocross, Toronto Star
15-16	Sat-Sun	UCR Driver Education, CTMP Driver Development Track	18	Fri	Braidan Tire "Wheels for Humanity" Charity Event & Solo Lapping (Signed-off groups), CTMP Main Track
22	Sat	Blue Mountains Fun Run	19-20	Sat-Sun	UCR Driver Education, CTMP Main Track

SEPTEMBER

1	Tues	UCR Board Meeting	19-20	Sat-Sun	UCR Driver Education, CTMP Main Track
6	Sun	UCR Concours d'Elegance, Burlington	26	Sat	Hearth Place Fun Run & Car Show
8	Tues	UCR Social	27	Sun	Street Survival School, Powerade Centre, Brampton
12	Sat	Porsche of London Fun Run			
13	Sun	UCR Autocross, Toronto Star			
18	Fri	Braidan Tire "Wheels for Humanity" Charity Event & Solo Lapping (Signed-off groups), CTMP Main Track			

NOVEMBER

3	Tues	UCR Board Meeting	1	Tues	UCR Board Meeting
10	Tues	UCR Social	8	Tues	UCR Social

DECEMBER

1	Tues	UCR Board Meeting			
8	Tues	UCR Social			

Calendar contents compiled by Garth Stiebel.

PRESIDENT'S FORUM



By Mike Bryan, UCR President

At last the anticipation's over. The car cover's off, tire pressures set, battery charged and that slumbering engine awakened. No such momentous event for those of you who drive your Porsche through the winter, but maybe the first chance for a hand wash and detail.

For all of us, though, it's time to recapture the real sense of enjoyment we get from driving our Porsches without having to cope with what will soon be a distant memory of ice, snow and salt.

So what's it to be? A Monthly Social, a Fun Run, or strengthening your driving skills weaving your way through the Autocross cones or around the thrilling CTMP (Mosport) track at our Driver Education events?

A quick look at page four of *Provinz* or www.pcaucr.org will reveal the dates, details and even more tempting opportunities to bring out your Porsche and have fun with other club members.

You don't have to wait long for the first major of the season because it's coming up very soon and it's one that I really would encourage you to attend. "Shift into Spring" takes place on Sunday, May 3rd from 10am to 3pm at 427 Auto Collision, the local Porsche Certified Collision Centre, just east of Hwy 427 at 395 Evans Avenue, Toronto.

This is what you'll be able to do:

- Meet the hosts (Event Chairs) at their display tables for each of UCR's main events and activities. What a great opportunity to learn all about their events, get answers to your questions and, if you wish, sign up.
- Visit the UCR Goodie Store for all the latest PCA UCR clothing and accessories that will

make you feel and look your best now that you've shed your parkas, gloves and toques.

- Browse the Drivers Market – several of our vendor supporters will be there to tempt you with their wares.
- Check out the Parts Swap and Trade tables. Find those parts you need, or bring for sale or trade those you don't need.
- Enjoy the Show 'N' Shine display. Spring clean your own Porsche and enter it, or just enjoy the sparkling beauties of others.
- Feast on the delicious barbeque that our generous hosts, 427 Auto Collision, will be serving to keep us well fed and with all proceeds going to charity. And to cap it off, you'll have a chance to win some great prizes in our raffle draw.

So I hope to see you at our Shift into Spring Open House and I encourage you to bring along any non-member Porsche owning friends so that they can see what our club's all about.

I mentioned that you can sign up for events at Shift into Spring, so if you like the idea of a particular event, be sure to sign up there and then. I'm not bluffing when I say that many of our events fill up quickly because those who enjoyed them last year are keen to participate again. Be aware that capacity for many events is limited, so please avoid disappointment by registering as soon as you decide you want to participate.

Let's get out there and have some fun.

Keep your eyes up and drive safely.

Mike Bryan



UPDATED Porsche Club Photography
by michael a. coates
PCA/UCR club photographer
905.592.1962
[michaelacoates.com / porscheclub](http://michaelacoates.com/porscheclub)

Welcome!

NEW MEMBERS

Name	Location	Model	Thanks To
Lisa Abe-Oldenburg	Toronto	04-911 T	Porsche of London
Derek Cheung	North York	03-911 CS	
Pat Cubellis	Mississauga	14-Cayenne	
William Dalley	Ancaster	06-911 CS	
Mary Di Salvo	London	15-Cayenne	
Nik Djordjevic	Burlington	11-911 T	
Dirk Dunschede	Oakville	08-Cayenne	
John Elliot	Chatham-Kent	15-911 GT3	
John Formanek	Toronto	00-Boxster	
Steve Ginter & Mary Uhrig	Waterloo	08-Cayman	
John-Robert Green	Burlington	14-911 C4S	Porsche of London
Matt Han	Toronto	13-911 CS	
Tyrone Henriques	Markham	69-911 S	
Brad Jakobsen	Bowmanville	97-Boxster	
Keith Jolly	Etobicoke	09-911 C4S	
Peter Jones	Burlington	01-Boxster S	
Ali Kanaan	London	15 Macan S	
Ajeet Kapila	Oakville	14-Cayenne GTS	
Craig Lillico	Oro Medonte	11-Panamera 4S	
Blair Longhouse	Otterville	87-911	Porsche of London
David Lynn	Kingston	71-911 T	
Patricia Masuda	Toronto	14-Boxster S	
Kiarash Moshiri	Richmond Hill	13-Boxster	
Mike Papapetrou	Thornhill	85-944	
Paul Popper	Newmarket	10-911 T	
Brian Suggett	Port Dover	02-Boxster	
Harris Theodore	Oakville	10-Cayman S	
Hans Ulsrud	Toronto	14-911 C4S	
Domenica Ventrella	Etobicoke	15-Cayman S	
Mike Von Dehn	Guelph	90-911 C2	Porsche of London
Alex Vuckovic	Rockwood	10-911 CS	
Andrew Ward	Guelph	99-911 C4	
Jireh Wong	Mississauga	11-911 GT3 RS	

THE ANNUAL UCR

SWAP!

AT SHIFT INTO SPRING

THE 2015 UCR
CONCOURS
D'ELEGANCE
SEPTEMBER 6

AT MOUNT NEMO ORGANIC MARKET AND CAFE (FORMERLY MOSER'S GRILL)
ON GUELPH LINE IN BURLINGTON

For additional information on both of these events, please contact kye.wankum@rogers.com

Congrats!

ANNIVERSARIES

25YEARS

Sharon & Barbara Kelly
Otto Mittelstaedt
John Smith

20YEARS

Sal Bevan &
Elaine Woodcock

15YEARS

Louisa Gembora
Gerry Lubinski

Rick & Derek McGee
Andy & Mary Nebesio
Andi Pugi
John Toth

10YEARS

Peter Browne
Elio & Jacqueline Ciotti
Kevin Collins

5YEARS

Fareed & Laurie Ali
Blair Daggett
Brian Donato
John & Frank Ferrari

Charles Figueira
Paul & Janice Harrs
Paul Ip
David James
Michael Jordache
Jayson Kellay
Nigel Kelly
Philip & Vivian Lee
John Mikelsons
Dave Nicholls
Rod Oliveira
Bernd &
Nancy Schroder
Eshel Zweig &
Pat Lazzarotto

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



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THE WAY WE WERE...

35 Years Ago

Both Downtown Fine Cars and HJ Pfaff Motors featured the 924 in their advertising. The PCA Zone 1 DE event at Watkins Glen was \$45 with dinner at \$7.50. President **Pateman** needed \$500 to cover the cost of Region incorporation, which eventually happened in 1988. One ad caught my eye: "911 Supersprint muffler and 6 chromed exhaust pipes. Looks and sounds beautiful. I am forced to sell due to uncooperative wife with oversensitive ears."

25 Years Ago

Provinz expanded to 36 pages. Parade was to be in Monterey, CA. UCR had 596 members and grew 28 percent from the previous year. **Hank Franzak** joined. Our DE program was at Shannonville for five single weekdays plus an April weekend at Mosport. NNJR had a weekend event at Mosport and Mid-Ohio. One of the Shannonville days followed on the heels of NNJR at Mosport for a two-track long weekend. **Howard Dexter's** Novice School was \$25 and that included lunch. Porsche General Manger **Fred Dubee** was to attend the April Social to tell us about the new Tiptronic transmission. (Old) **Phil White** wrote about radar jamming—his peeve of the day.

20 Years Ago

PCNA took over Porsche distribution. **Irene Orr** was organizing a wine tasting with **Tony Aspler** as speaker. Zone 1 DE at Watkins Glen was US\$160 + \$20 for dinner with payment via money order—a quaint custom. Kremer Porsche Spyder K8 won at Daytona and the team stayed at the same hotel as I did. Big deal to a fan! **Paul Newman** drove in the race at age 70 in car #70 and his Roush Mustang won its GT1 class.

20 Years Ago

Ian John and **Andy Wright** were promoting a multi-event weekend in Stratford. *Provinz* was up to 40 pages. Mosport DE weekends were \$220. Fun Runs were scheduled May thru August. **Barry McKee** was talking about the Concours + Picnic.

Contributed by John Adam, UCR Historian



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FRENCH LICK, INDIANA

Registration opens March 17, 2015 at 12:00 pm EDT
parade2015.pca.org



SOCIAL EVENTS

By Laurel Ward and Martin Tekela, 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!



We'd be interested in holding winter socials at west end golf clubs such as Mississauga Golf, Toronto Golf, St. George's, Markland, Islington or Weston. Please contact us if you are a member at any of these clubs.

Coming Events

Date: Tuesday, April 14, 2015, 6:30-9:00pm

Venue: Donalda Club, 12 Bushbury Drive, Toronto, M3A 2Z7, (416) 447 5575, www.donaldclub.ca/ **Note:** Donalda Club is preparing a buffet/food stations with a price of \$25 plus tax and tip. All attendees will be required to purchase a meal and not drinks only. Free parking is provided.

Speaker: Constable Hugh Smith, Traffic Services, Toronto Police Service. We have rescheduled PC Hugh Smith to speak at our April Social. PC Smith cancelled for our February Social due to a death in his family and we sent him our condolences. We appreciate his commitment to our Club and look forward to seeing him at our April Social. Constable Smith is a wealth of traffic knowledge, having been with the Toronto Police for 27 years. We will run a Q & A format. Well known on television as the go-to guy in Traffic Services, Hugh Smith has over 10 years as a front line officer and is a founding officer of the Bicycle Patrol Unit. Constable Smith has specialized training as a Police Vehicle Operations instructor. Let's welcome PC Smith to our Club again.

RSVP only if you are attending to: socials@pcaucr.org

Date: Tuesday, May 12, 2015, 6:30pm-9:00pm

Venue: Engineered Automotive, 355 Confederation Parkway, Concord, L4K 4S1, 905 660-1884,

www.engineeredautomotive.com

Engineered Automotive is kindly hosting our UCR May Social at their venue. Enjoy good eats, drinks and fun camaraderie with your fellow passionate UCR Club members. EA, well known for its gorgeous and state-of-the-art facility, is highly regarded amongst car enthusiasts. Customer focused, EA provides a multitude of services ranging from auto service to performance modifications, to restoration and lifestyle events. Please join us on this evening, compliments of EA, and hear about what EA has to offer. We look forward to seeing you there!

Please RSVP to: socials@pcaucr.org



April Social guest speaker Constable Hugh Smith, Traffic Services, Toronto Police Force



MARCH SOCIAL

By Martin Tekela, UCR Socials Co-Chair; pictures by Kathleen Wong, UCR Vice-President

The March UCR Social was held at Braidan Tire on Hwy 48 in Markham, in the northeast part of the GTA. Our host, Brad Shimbashi, welcomed thirty-six UCR members and guests to his store.

Brad had arranged for a chef from a local golf club to prepare made-to-order pasta. This was an undeniable hit with the attendees as they could get linguine or penne matched up with either a cream or tomato sauce containing individually selected ingredients such as broccoli, onion, mushroom, pepperoni, red peppers, etc. The aromas and flavours were so appealing that many returned to the pasta bar for second helpings and by 7:45 pm most appetites were sated.

Mike Bryan then formally welcomed everyone to the social. Mike presented UCR pins to four members and guests who were attending their first social. These members were Mark and Mary Etherington, Tyrone Henriques and Bryan Picard.



Stephanie Wallcraft, Mike Bryan and Brad Shimbashi

Mike then welcomed our guest speaker, Stephanie Wallcraft. Stephanie is a motorsports journalist and frequent contributor to the Toronto Star.

Stephanie described in detail the Porsche GT3 Cup Car racing series around the world and, more specifically, the 10-race series that will be held in Canada in 2015. There will be two races at each of Canadian Tire Motorsports Park in May (CTMP-formerly Mosport), the Honda Indy street course in Toronto in June, Calabogie Motorsports Park in July, Trois-Rivieres in early August and again at CTMP in late August.

We then acknowledged UCR member Tim Sanderson, the 2014 Gold Category GT3 Canada Cup Series Champion, who was in attendance at this social. Another UCR member, Shaun McKaigue also raced in the series in 2014, and was the Gold winner in 2011.



TECH SESSION Turbos



By George O'Neill, PCAUCR Tech Editor

Standing outside of the Toronto Board of Trade building near Pearson Airport taking a break during a day-long meeting, one of the project managers who was working for me at the time walked over to my 996 Cabrio, stopped and bent over the rear of the car to slowly read aloud the word Carrera from the deck lid emblem. After pausing for a moment, I guess to absorb the meaning, he stood up, looked at me rather quizzically and asked: "A Porsche, why didn't you buy a Turbo?"

Being a child of the sixties and growing up when the slogan "Porsche, there is no substitute" became infamous during the 70's and 80's showing 911 Turbos in action, I understood exactly where he was coming from.

If one is going to dream about a Porsche, why not make it a Turbo? I guess the difference was I was living my dream and he wanted to live the stereotypical dream.

I purchased my 996 a few years earlier, and had not since then reflected on why I purchased what some may consider a base level 911 instead of an S or a Turbo. Well at the time I of course had my own reasons, and to be frank, I was satisfied with the Carrera and did not need a faster car.



Macan twin-turbo V6

Excluding in some respects my 928S, my 996 was the fastest and most balanced sports car I ever owned. I really loved the feeling of having the engine in the rear "pushing" the car along, and the instant traction of the rear tires when accelerating. The only other car that had that feel, well perhaps it was more of a wish, was a 1970 VW Bug I owned for a period of time while in university.

Over the years Porsche has steadily improved the 911 Turbo, and now includes turbochargers in other vehicle models as well. One of the newest is the Macan twin-turbo V6 shown in an enclosed picture - 3.6L, 400HP, 406 lb.-ft. torque, just awesome for such a small compact engine.

Turbocharged vehicles are now so refined one may have



Left: 1976 911S 2.7 Targa. Right: 1976 911 3.0 Turbo

a hard time detecting when the turbo(s) actually kicks in. In my daily driver Audi A5 (as you know a sister Porsche brand) the 2.0L turbo engine is so smooth I am almost always unaware when the turbo is awoken.

In the old 930s the turbo came to life almost as an explosion and one had to plan ahead and be ready, and Lord help the driver if he was about to enter a sharp corner while on a slippery surface. There are many 930s that went off the road backwards because of the instant power addition, the resulting loss of traction, all fighting the rear weight bias of the car.

I am walking over to my office book shelf to dust off one of my now infrequently-used mechanical engineering texts, *Internal Combustion Engine Fundamentals* by John Heywood (McGraw-Hill, Inc., New York, 1988).

Let's review for a moment the benefits of a turbo and how the devices actually work. According to Heywood, turbochargers are used to increase the total power that can be obtained from an engine. The resulting work transfer to pistons in each cylinder is produced by the explosion of fuel inside the cylinder/combustion chamber. The explosion pushes the pistons down which rotate the crank that then rotates the transmission that then rotates the drive shaft(s) that then rotate the axles that then rotate the wheels and tires, but you probably knew that already.



1996 993 3.6L 6 Cylinder 911 Turbo

Getting back to turbos: Fresh air is introduced into the fuel mix allowing for a bigger explosion inside the cylinders, and when the air and fuel amounts are optimized they allow the engine to produce maximum power.

Remember the good old days of driving a car with a carburetor - go down memory lane with me now - like in the 1980 Corvette I once owned and fitted with a chrome Edelbrock carb, and going for a drive in a late fall evening when the air was dense and cool - oh yes you know the feeling!

The more fresh air you can squeeze into the engine, the better the engine sounds and performs, and the longer the burnout. Not that I would do that. Essentially all a turbo does is sit there and stuff fresh air down into each cylinder by spinning and spinning. But, how does it do this? I am glad you asked.

Looking at the enclosed cutaway photo of a variable vane geometry turbocharger, we see blue arrows (on the left) and red arrow on the right. The red arrows indicate hot exhaust is spinning the turbine shaft, which spins the attached (via a common shaft) second turbine that forces fresh air (blue arrows) into the engine.

It is rather simple really, yet wickedly effective.

The exhaust gases are there and going out the tailpipe anyway. Using those gases

to spin a turbine to speed up the fresh air intake is brilliant, like getting something for nothing. It is

great, but as you may imagine there is a lot of complexity and related components needed, like waste-gate valves to bleed off excess pressure

Current 3.6L 6 Cylinder 911 Turbo

and smart computer programming, to get the smooth operation today's consumers expect. Again, thank the mechanical engineers for sweating the details to make this all happen.

But hold on a minute, what is a variable vane geometry turbocharger? Well, it is a turbine that can change the amount of air being pushed into the engine based on engine speed. The thing about a turbocharger which gave it the original folklore was that it was either "off" when not spinning much, or "on" when spinning really fast.



VTG Variable Turbine Geometry turbo.

This was the cause of many a 930 driver's panic attacks—the turbo spooling up to full power at, let's just say, perhaps not the best time. Today, with variable vane geometry turbochargers and computer control, the turbos come on in sync with the engine speed, still producing lots of power, but not necessarily of the explosive type until perhaps really high into the RPM band when the driver for sure has her foot into it and is ready for the fun.

Take a look at the enclosed pictures showing a contemporary 911 Turbo engine, back to a 993, then the 1976 non-turbocharged engine sitting beside a 930 engine. I think you will agree the current engine is much more complex looking than the others, for good reason. It performs smoother over the entire RPM range, while at the same time providing better fuel economy, more power, and let's be honest, just a better overall experience for the driver. Even if I desperately want a 930, I know it will not perform as well as a current 911 Turbo.

So why did I not buy a Turbo as my colleague inquired? Well, the truth is I probably would have at the time if I had the budget. Maybe now is the time to consider one. After all I am 911-less at the moment. Or, maybe I should get a 930!

Porsche, you do not make such decisions easy.

As always, submit your ideas for future tech articles to me at George@ONeillAdvisors.ca and even better consider writing your own article for us to publish. Your feedback is always welcome.



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2015 Fun Runs & Tours



Photo by Michelle Gamauf

By Hazel de Burgh and David Forbes, UCR Fun Run Co-Chairs

For 2015, we have nine fun runs and two tours on the calendar (so far). Fun runs are generally a four- to six-hour activity, while tours typically span an entire weekend and include overnight stays. Both types of events involve a convoy of Porsches driving along some picturesque country roads, and there's always a social aspect to these events.

These events fill up fast! Some events were already waitlisted at the time of publication. Register early by contacting the hosts as listed on UCR's website in the Fun Runs section. As each event approaches, the hosts will provide further details to each registered member, including event logistics and costs. Hope to see you at an upcoming fun run or tour. And if you're interested in hosting such an event in 2015 or 2016, please let one of us know: Hazel de Burgh (hazel.deburgh@gmail.com) or David Forbes (david.forbes@rbc.com).

Saturday, May 2nd: Muskoka Spring Fun Run **WAITLISTED**

Join us for the 7th annual Muskoka Spring Fun Run. We will meet in Bracebridge, then travel along the winding roads of Muskoka in several "Run Groups". Along the route, there will be several stops including lunch. Following lunch, our route takes us past beautiful lakes and Muskoka landmarks and we'll conclude with a mid-afternoon reception in Bracebridge.

Weekend of May 23-24: 36-Hour Tour

This 36-hour weekend escape was specifically designed for the driver who has a passion for endurance driving. The route for this year's event starts in Niagara Falls and will take you along the curvaceous roads of the Allegheny Plateau at the edge of the Appalachian Mountains to Williamsport, Pennsylvania. Meals are booked at some elegant establishments, where there will be lots of opportunities for exchanging stories.

Saturday, May 30: Porsche of London Fun Run

We are excited to host our 4th Annual Spring Fun Run which starts at Porsche of London in the morning and ends after lunch at the Oakwood Inn in Grand Bend. Along the way, we'll travel some great country roads between London and Lake Huron. For this year's fun there will be a 20-question Porsche test, with great prizes for the winners.

Weekend of June 5 – 7: Gran Turismo Tour **WAITLISTED**

This year's Architectural and Gastronomic GT Tour starts in Niagara-on-the-Lake and includes a tour through the Alleghany

Mountains to Pittsburgh, opportunities to explore the American Golf Hall of Fame, Frank Lloyd Wright's Fallingwater, and the Woodlands Auto Toy Store and a drive through the Laurel Highlands in Pennsylvania. There will be a six-car limit.

Saturday, June 20: 5th Annual Bear Manor Niagara Escarpment Poker Fun Run

Join us for our 5th Annual Bear Manor Poker Fun Run along the Niagara Escarpment. We continue with the added element of a Poker Run with prizes for the best poker hand. We'll start at 9:30am in the Grimsby area and will wind our way through the Niagara escarpment, by scenic vineyards, stop for a wine tasting and travel tree-lined back roads. The run will culminate at Vaughn Warrington's home on the Grimsby escarpment where lunch and wine will be served.

Saturday, July 4th: Grand – Niagara-on-the-Lake Fun Run **WAITLISTED**

Our Fun Run will start in the Upper Hamilton area. Our shunpiking route will take us along the Grand River. Then it will wind its way across the Niagara Peninsula via some curvy, scenic, Porsche roads. There will be a stop for lunch. Our route will include a cruise along Lake Ontario, through Niagara-on-the-Lake and along the Niagara Parkway.

Weekend of August 6 - 9: Montebello Quebec Tour **WAITLISTED**

Join us for a four-day, three-night Porsche adventure to Quebec! We'll travel from Toronto to The Chateau Montebello resort, where we'll enjoy a gourmet dinner and stay overnight in one of Canada's most historic and famous hotels. From there we'll wind our way through the picturesque countryside to Mont Tremblant, where we'll take a panoramic gondola ride to the top! In Mont Tremblant we'll enjoy the sights, do some shopping, enjoy lunch and dinner, and stay overnight at a hotel within the pedestrian village. The next day, we're off to charming Hudson Quebec where we'll enjoy lunch and dinner on a terrace by the water, at the historic and delightful Willow Inn. Our final day will find us heading back through the Quebec countryside on our way home.

Saturday, August 22: Blue Mountains Fun Run **WAITLISTED**

Join us for our 6th Annual Fun Run hosted by Hazel de Burgh and Don Lewtas. The theme of this year's fun run will be "Art Appreciation". We'll meet at a location north of Toronto and will travel the scenic back roads of Caledon, Hockley, Mulmur, and Clearview, and up and down the Niagara Escarpment. Following lunch, our curvy route continues through the picturesque Blue Mountains, and into a town known as "Artsburg" where we'll enjoy a mid-afternoon wine & cheese reception and prizes alongside the Beaver River.

Saturday, September 12: Porsche of London Fall Fun Run

Details to be provided soon. Watch this space, or see UCR's website for further info.

Saturday, September 26: Hearth Place Fun Run & Car Show

This year's Fun Run will begin with breakfast at the Hearth Place Cancer Support Centre in Oshawa. We will then travel picturesque back roads to our lunch destination at Eganridge Resort & Spa in Fenelon Falls. Our Fun Run will then loop back to Whitby for a Car Show in the afternoon for cancer patients and their families, showing and sharing our cars with them.

Saturday, October 3: Muskoka Fall Colours Fun Run

Join us for the 7th annual Muskoka Fall Colours Fun Run. We will meet in Bracebridge, then travel along the winding roads of Muskoka in several "Run Groups" enjoying the fall colours and lakeside views. Along the route, there will be several stops including lunch. Our route takes us past Lake Muskoka, Joseph & Rosseau, and several Muskoka landmarks including Windemere House, High Falls and Port Carling. We'll conclude with a mid-afternoon reception in Gravenhurst.

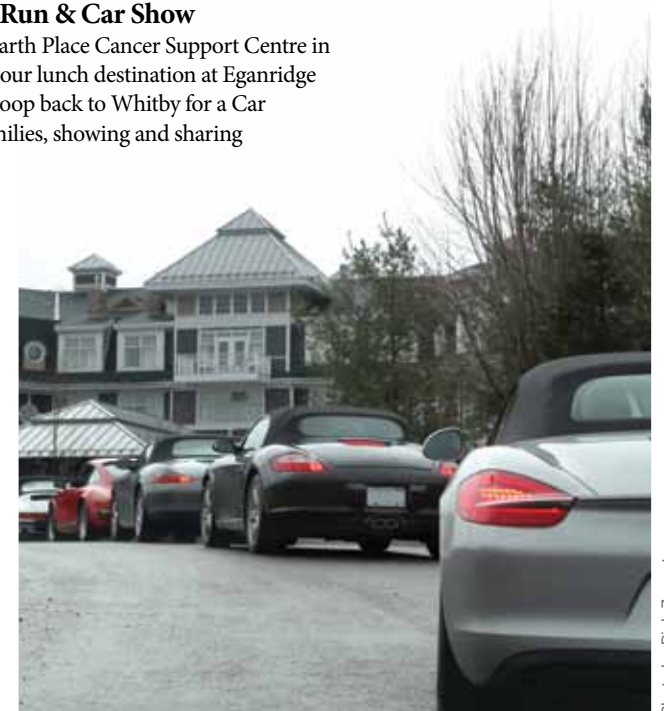


Photo by Rick Zuccato



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Shift into Spring at UCR's Open House

Date: Sunday May 3rd, 2015
Time: 10:00 am – 3:00 pm
Location: 427 Auto Collision – 395 Evans Avenue (Evans & Kipling, east of 427), Toronto
Cost: Free admission
Enquiry: pcaucr2015openhouse@gmail.com

It's nearly spring and it's time to get ready for UCR's big spring indoor event: Shift into Spring (Open House)! What is it? It's an early spring opportunity to pull off the wraps, bring out your Porsche and join fellow members to learn about all the **UCR Events and Activities planned for the season.** Find out from the event chairs about Auto-cross, Club Race, Concours d'Elegance, Driver Education, Driven to Smile, Driving Tours, Fun Runs, Rallies, Introductory Driving School, Socials (monthly), Street Survival School, Targa, and more.

What else is there? Well, there is a **Show 'N' Shine Event** – you can enter your car or just admire all those other beauties. There will be **Vendor Tables** – Service providers and supporters of the Porsche Club will be displaying, selling and offering advice on tires, tuning kits, polishes, accessories.



And if you're looking for parts or have some you want to swap or sell, there'll be **Parts Swap/Trade Tables** to browse through. It will be a great chance to visit the **UCR Goodie Store**, and buy some branded clothing (with PCA-UCR logos) and accessories for the driving season.

All this is taking place at one of Toronto's top collision repair facilities. 427 Auto Collision is a Porsche Certified Collision Centre with 79,000 sq. ft. of space. Our gracious hosts will be firing up the barbecue to make sure you don't go hungry and they will be donating the proceeds to their favourite charity.

We've been buried in snow and huddled for warmth long enough. Come on out and enjoy all that your club has to offer as we finally Shift into Spring!

Please email us at pcaucr2015openhouse@gmail.com if you are looking for more information.

Join the 36-Hour Tour



This tour combines four elements; Air, Water, Earth and Fire in a unique way. Fire represents the evocative and captivating feeling you will have when you navigate the challenge of Earth's roads in your Air or Water-cooled Porsche.

The 36hr weekend escape was specifically designed for the driver who has a passion for endurance driving. Jason Figueiredo and Matteo Bavaro, who pilot their 993 C2 and 997 C4S, respectively, have customized a route that will take you along the curvaceous roads of the Allegheny Plateau situated on the edge of the Appalachian mountain range in Pennsylvania.

Your tour will begin in downtown Niagara Falls, Ontario. After an early morning breakfast, we commence our pre-dawn drive toward the Allegheny Plateau region. A few hours later, we stop for lunch to exchange stories before you arrive at the hotel. Like last year's Gran Turismo

1,000 KM, we return to Williamsport, Pennsylvania. Once at the hotel, our cars rest for the evening as we prepare to reconvene for dinner. Members will be at their leisure once we arrive in town. Then, we'll have an elegant gourmet dinner at The Peter Herdic House, a beautifully restored Victorian mansion located along Millionaires row.

On the second day you continue along more curvaceous roads toward Ontario before we stop for lunch at a Relais & Chateaux designated establishment.

Jason and Matteo look forward to the intermingling of various generations of Porsches and we encourage all models to attend.

The tour is limited to 20 vehicles. Tour date is the weekend of May 23-24, 2015. Interested? Please contact Jason Figueiredo at; JasonFig993@gmail.com and Matteo Bavaro at Matteo.Bavaro@reedresearch.com for further details.



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Pre-season Autocross Kickoff

Photos by Mario Marrello



By Mario Marrello, UCR Autocross Chair

Good day Autocross Fans!
I'm sure you've all been waiting to find out the dates for autocross this year as we clearly have a late start... well, as they say, I have good news and bad news.

I'll start with the bad news, as I hate to leave you on a sour note. The Toronto Star location that we normally use for the autocross has been impacted by some building construction going on in the surrounding area. Although the construction is not directly affecting the asphalt that we run on, the construction vehicles, mud and dust that has been created has impeded our ability to reserve the location early. Therefore, autocross will not start until July and will be scheduled into the fall.

Now the good news: the BMW Trillium Club has invited UCR to participate in their 2015 BimmerCruise event at Canadian Tire Motorsport Park on July 5, 2015. Trillium have reserved the CTMP Driver Development Track for both a morning autocross event and an afternoon free lapping event. As this is a BMW event, all BMW autocross and track rules will apply.

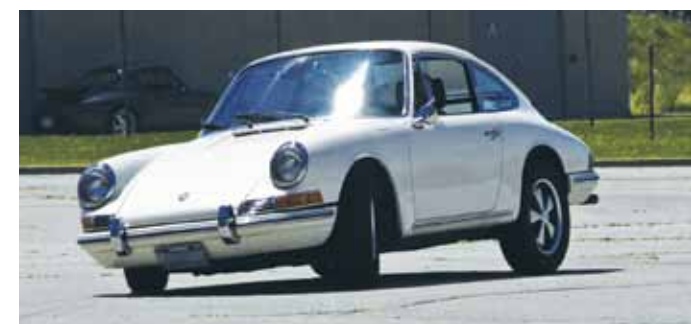
All UCR autocross participants are invited to the autocross portion of the event. For the afternoon lapping

event, only those who have taken an IDS and have a least one full track day will be allowed to participate. Feel free to contact me to get more information. Details will be available on our UCR website once registration opens.

The remaining events will be schedule as follows, so please reserve July 5 and the following dates in your calendars now:

- July 26
- September 13
- October 4

All this disruption has made it clear we need to find more locations to run autocross. I know there are



potential locations in areas outside the GTA (London and Barrie in particular) so if you are from these areas and can generate enough interest to hold an event there, let me know so we can start planning for these locations in 2016. The earlier the better! Of course, ideas of where else to run in the GTA are also welcome.



Sunshine and snow Ski Day 2015

(Right) Martin Tekela enjoys a run—and the view.
(Photo by Hazel de Burgh)



(Above) A fierce participant! (Photo by Eshel Zweig)

(Below left) Twins! John Van Atter and Don Lewtas
(Right and below) Ski Day Fun!
(Bottom) Après ski!
(Photos by Hazel de Burgh)



By Don Lewtas, Ski Day Chair

It was a spectacularly sunny but cold day as close to fifty UCR members and guests descended upon (and at) Osler Ski Club for Ski Day.

Anne and David Forbes arrived early to greet participants and provide instructions for the day.

The consistent cold weather in February, recent snowfalls and the immaculate grooming on the mountain provided superb skiing conditions. The day started with a group photo at the bottom of the hill. Thank you to Hazel de Burgh and Eshel Zweig who captured our group in action both on and off the ski trails.

Our group covered all the runs on the mountain but Gulch, with its many S-turns through the forest, again proved to be the most popular run.

After a full day on the slopes our group

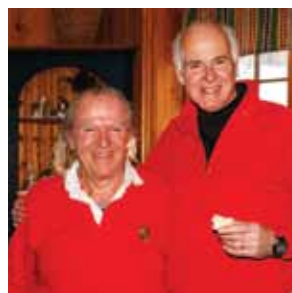


(Above) Pre-ski! (Below) Phil Downe shows fine form. (Photos by Hazel deBurgh)
(Bottom left) L to R, Phil Downe, Anne Forbes and Martin Tekela
(Photo by Eshel Zweig)

retired to a warm fire and a spread of wine, cheese and other delights back at our log cabin.

Thanks to Anne and David Forbes for helping me with the promotion and arrangements for the day and to my wife Barbara for getting all the après-ski food and beverages prepared.

As the sun set over the glistening snow we chatted about our Porsches and the wonderful day of skiing on the mountain.



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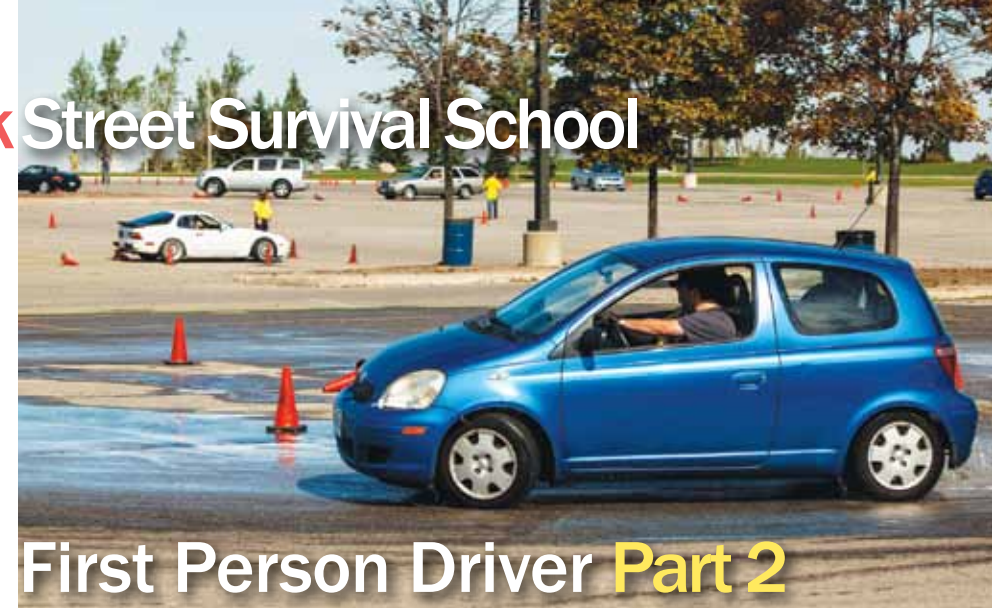
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Tire Rack Street Survival School



First Person Driver Part 2

Article by Andy Lin, Photos by Hazel de Burgh, UCR Member

Continued from the March Issue of *Provinz*. Originally published on Autos.ca and reprinted with permission.

Lunchtime demo #1: Visibility Inside a Transport Truck

Sit in the cab and get a first-hand look at what a truck driver sees—not much. That pickup 100 feet behind you? Not visible. Vehicles on your right? Nada. Vehicles in the lane to your left? A sliver, if that. You've likely heard that "if you can't see the mirror on the truck, the truck driver can't see you." After sitting in one of these behemoths, you'll want to add, "unless you can see their face in the mirror, they probably still can't see you."

Lunchtime demo #2: Airbag Inflation

Gather around a small, innocuous looking box with a couple of wires running to it. It's just an airbag, it can't hurt us, it's supposed to protect us in case of an accident. Cue slow-motion crash test video with airbags blossoming out of the dashboard, like fluffy down pillows. The key term there is "slow-motion". And those videos are

usually silent as well. In reality, that airbag inflates with the sound of a shotgun blast. It's essentially a balloon attached to a bomb. In a collision, these protective devices explode in your face with deafening force. On a day of confidence-building exercises, this particular demonstration served as a sobering reality check – once you got past the "Explosions! Awesome!" bit.

Lunchtime demo #3: Emergency Services

Laid out on the ground were an array of tools: hydraulic cutters, spreaders, air pads, you name it. Members of the emergency response team detailed the process of getting people out of a wrecked car, what they use and when. It's not like in movies where the cavalry rush in and disassemble the car like a NASCAR pit crew. In the real world, they must first secure the scene, examine the vehicle, even download a schematic so they know how to safely access the cabin (for example, to avoid accidentally triggering an uninflated airbag). Those who wanted to

flex their biceps were welcome to go up and wield one of the hydraulic rescue tools.

After lunch, the other group went inside for their second in-class session while my group finished up their rotation through the stations. An hour later we convened inside while they reconfigured the course in the parking lot for the combined exercises. It had been five hours of driving and learning, and the breather was welcome.

The third in-class slideshow was punctuated by a texting-while-driving documentary/PSA. It was the kind of video where the lights came on afterwards and everyone just sat there not saying anything for a while.



A documentary on the dangers of texting while driving was part of the session.

continued on page 25...



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...continued from page 23

Heavy stuff, but a necessary reminder that a seemingly trivial matter like responding to a text could have catastrophic consequences.

Our group went outside for the final time to tackle the combined exercises. The skid pad was now arranged as a figure-eight, leading to an expanded evasion course. The slalom station was now a full-on technical course, complete with a couple hairpin turns and a decreasing radius turn near the end that caught more than one driver off-guard.

Despite the tricky corner, there was a visible improvement with every driver I observed: overall velocity was increased from earlier in the day and cornering was tighter and more precise. However, the noise level was definitely higher. Whether it was driver fatigue, the higher speeds at play or the sheer exuberance being demonstrated on the skid pad, the parking lot echoed with the sound of engines and tires and the occasional cone being mowed down.

The course is not meant to be a replacement for regular driving courses such as those offered by Young Drivers. Rather, it's meant as a supplement, to cover situations outside the norm. You don't want to be caught in a situation where you have to engage ABS, but you practice so that you know what to expect. You'll hopefully not be running into stationary obstacles, but now you'll know how to maneuver around them. But they tell you in the classroom that the vast majority of these scenarios can be entirely avoided by staying alert and being aware of your

surroundings, which is easy to say, but difficult to do. Which is why we practice.

One final time into the hall: the students received their certificates and the volunteers were recognized for their efforts. It'd been a long day – many were up well before dawn to ensure everything was in place for the students' arrival at eight in the morning. Then it was a full day of standing in the sun or riding shotgun next to a relative rookie through a battery of emergency maneuvers – definitely not for the faint of heart.

This program is only possible because of the people involved. Not just because of the technical skill they possess (everyone I spoke to had autocross or Driver Education experience), but because of their passion for driving and their sincerity when they engage with students. I was absolutely gobsmacked to see so many volunteers in the hall that morning. But they've sat in the car with the students, they've watched from the sidelines, and at the end of the day, even a casual observer like me can see the improvement not just in their skills, but in their confidence behind the wheel. It's incredibly rewarding—"get up at 5 a.m." rewarding, apparently.

Glowing endorsement aside, I obviously have to nitpick because this is a proper review. I had a problem with some of the illustrative diagrams, mainly that they weren't very illustrative. For example, a series of tire track imprints was used to demonstrate the levels of tire inflation and the resulting effect on grip. Since they're photographs, the difference between the three images

continued on page 26...



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...continued from page 25

wasn't immediately obvious. This was an instance where a line drawing would have served better.

To their credit, the organizers are very much taking student comments to heart and they do review and update the course materials. Which, by the way, are taken wholesale from the Tire Rack program based in the States. That means US statistics, and distances measured in miles. But units are easily converted by the instructor in class, and I don't imagine there being a marked difference between US and Canadian traffic incident figures – we probably see more moose-related incidents.

The key figure here is 70 percent – in Canada, 70 per-

cent of accidental deaths in the 15–25 age group is due to motor vehicle accidents. It's the kind of number you hear that sounds absurdly high, but it's the unfortunate truth. I had a good time on Sunday, everyone was in high spirits and enjoyed themselves, but this troubling statistic lurked in the background. It's why they encourage young drivers to attend the program.

Lastly, I've talked about Martin Tekela and Mario Marrello, but I would be remiss if I didn't also mention Isi Papadapolous, who handled the registration, and Hazel de Burgh, who plotted out the closed courses, marshalled the volunteers, and ran around with a camera taking pictures of the event. And of course the 50-odd volunteers who manned the stations and coached the students.

The Tire Rack Street Survival School currently runs twice a year: spring and fall. The cost of the program is \$75, which, at the risk of sounding like an As Seen on TV infomercial, is an incredible value. Again, this is only possible due to the pool of unpaid skilled labourers otherwise known as BMW and Porsche Club members. You even get coffees, donuts and sandwiches, oh my! Students must hold a G2 or G license (or equivalent) in order to participate.* All cars are welcome, with the exception of older SUVs and pickups without traction

and stability control since they have a higher centre of gravity and are otherwise prone to rollovers. Regardless, you're going to have a more difficult time if you go in a 1973 Cadillac Eldorado. Further details are on the course website, and you can see photos from past sessions on their Facebook page.

* Since I'm equipped with only a G1 under Ontario's Graduated Licensing system, I was not eligible to participate in the driving portion of the day's events. It meant I was able to observe the students as a group and was free to speak to the staff. I'll be signing up soon though!



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Chassis 57

Restoring a rarity

By Shane Rahemtulla, UCR Member

A recent YouTube video posted by Porsche (<http://youtu.be/HgtunezHulc>) reminded me of a fantastic experience I had in Stuttgart in September 2014. On a trip to the Porsche Museum in Zuffenhausen, I was fortunate enough to be one of the first to stumble on a piece of significant Porsche history: the discovery of one of the earliest Porsche 901s, chassis number 57.

As our helpful guide related, the story began with a German reality TV show discovering a “junk find” of sorts in a garage outside Berlin. With a bit of research, the significance of the find was discovered and soon enough, the car was acquired by the Porsche Museum with the ultimate aim of performing a full restoration over the course of one to two years.

As history tells us, the very first Porsche 911s were built in 1964 and were actually designated “901” until a naming conflict with Peugeot resulted in the now ubiquitous “911”. Only 82 cars were labelled 901 and supposedly none was sold to a private customer, which underscores the rarity of this find.



We were fortunate enough to be invited into the Porsche workshop within the museum and were allowed the opportunity to get quite up close and personal with this piece of history. Our smartphone cameras snapped happily away but really couldn't capture what our eyes could.

No doubt there's substantial work for the masters at Porsche to do in the restoration process, but seeing this vehicle alongside a collection of masterpieces (classic and contemporary) was a treat we won't soon forget!



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Car: 2015 Macan S

By Paula Harnum, UCR Member



I'm not sure when I developed a love of cars, but I do recall at an early age that my preference was German engineered vehicles. It may be because of my parent's 1971 Volkswagen Beetle. It was red and had a 5-speed stick shift, with a rough ride.

During my teenage years, I fell in love with the Porsche. To me, a Porsche was the ultimate car. It was beautiful, powerful and it became my goal, to one day have one of my own. I clipped pictures and studied them in magazines. Whenever one passed me, I would come to a full stop and watch it longingly as it went by.

Over time, I have had many great rides, but my heart was with Porsche. In 2013, I spotted an ad for the Boxster and I thought, "what's stopping me from getting my dream Porsche now?" Using the website, I customized my own Porsche inside and outside, starting with the 911, Cayenne, Cayman, Panamera and then the Boxster.

Around this time, a friend sent me an article with an artist's rendering of a new concept car, the Porsche Macan. The dealership didn't have it yet and there was a waiting list! Immediately, I added my name to the list, buying the car sight unseen and waiting over a year before I took possession. I've often thought, "I just bought a Porsche car over the phone!"

There was mystery and intrigue, but then finally in May of 2014, I was told the first 50 Macans were on their way to Toronto.

On May 31, 2014, I picked up my new 6-speed, Macan S. It's black on black, has an awesome engine, is

sporty, fun and has presence. Sitting in the middle of the show room, it got attention and it still gets lots of attention. I love watching people admire the car, and I love telling them about it, encouraging them to get one.

I absolutely love my Macan S and it's been an impressive vehicle in every way. I drive it regularly, and love having the sunroof open while listening to the stereo. During this long, harsh winter it's proven to be a safe and strong SUV--easy to handle in the snow. I turn on the heated steering wheel, heated seats and barrel on. My twin sister enjoys driving it too and when Pauline is mistaken for the owner, she doesn't correct anyone! I don't mind being the passenger; it gives me an opportunity to experience the car from a different perspective.



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TRACKTALK



Photo by 303 Imaging

By Dave Osborne, UCR Track Chair

It's finally here. Porsche time! This month we begin the Driver Education season with our first two Introductory Driving Schools. These schools take place at the new Driver Development facility at Mosport (CTMP) and are geared toward those among us who would like to join the DE program this season. In order to insure your safety and your correct responses on the main track, Stephen Goodbody (our awesome Chief Instructor) provides a car control school for the novice Trackies. Stephen and a hoard of highly qualified Instructors teach everything from seating position to accident avoidance techniques in a really fun atmosphere. This is a great opportunity to slip and slide in complete safety. They will prepare you with the correct responses should that ever happen unintentionally. Nothing is required. No practice, no study, no skill and no pressure. Just have an open mind and bringing a car is always a good idea. We will supply the fun and the lunch.

With the Advanced Driver Education program fast approaching it's important to run down your automotive checklist. Don't forget things like tire condition, pressure and age. Has your brake fluid been changed? Do your brake pads have more than 50 percent of their thickness remaining and did you remember

to register? One item that is being ignored more frequently is the size and colour of your car numbers. Please keep in mind they aren't a fashion accessory. They must be six inches tall and a contrasting color so the corner workers can identify you in an instant. Fitting in the little corner window was never a consideration. It never hurts to read the Registration Rules posted on the club's website either. Just to refresh your memory and make sure your car complies when you arrive at the Tech Line.

One thing you should do every season is go to your personal Driver's Profile and insure that all the information contained there is up to date. Have you changed credit cards? Has your medication been modified? Are you driving a different car now? Updating all of this information will make your season go much smoother and help us to serve you better. If you spent all winter inside eating, you may want to review your shirt size too. Just a thought.

If you're one of the uninitiated and you're wondering what Advanced Driver Education is really about, you can sign up for our Track Sampler Program. It's a simple way for you to spend some time with us, without the prep or the financial obligations attached to full participation. You fill out the form on our Club Website (pcaucr.org) and send it to me

at least two weeks before any DE Saturday that you can attend. Then you show up at 7:30am and you do everything that everyone else does, except drive. You attend Safety Meetings, Classroom Sessions, observe the Tech Line, tour the Tower and then at lunch time you will be taken around the track in a National Instructor's car, to see what it is that we teach at DE. It's a great opportunity to find out if the DE program is a good fit for you while having a lot of fun. The whole cost to you is \$25 (at the Registraton building) and that includes your coffee, donuts and a Flagger's Lunch. The fun is free.

Apparently SUVs have become so popular on our roads these days that almost all carmakers have an offering. Personally I was appalled when Porsche originally produced the Cayenne, as I felt that they were stepping away from the cars that made them unique in the industry, just for market share. The truth is that our beloved carmaker is a business and so they must respond to the market place whether we approve or not. Often their survival depends upon it. There are a few companies that you would still not expect to follow trends, as their unique position in the industry is based on their history and status. I guess even that falls by the wayside in order to please the shareholders. Rolls Royce has announced that they are going to build an "All Terrain" vehicle in the next few years. They have decided that this vehicle

can be produced in a very Rolls Royce way and befitting the brand. You might want to start saving up for that one.

We didn't all make it through winter unscathed. I read a report that the Oscar Meyer Wienermobile slipped off of a Harrisburg Pennsylvania roadway and crashed into a pole. The accident report actually said that it had heavy damage to its buns. Really, I couldn't make that up if I tried. They would have benefitted from a good IDS program.

See you trackside soon,
Dave





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944 CORNER

Dream build

By Darren deRoos, *Provinz* Assistant Editor



I love to dream. It's one of my favourite pastimes. I find myself constantly dreaming about doing cool stuff. Vacation dreams about lapping the Nurburgring in a GT3, garage dreams about full machine shops, lifts, welders and 944 le Mans replicas, and work dreams about wrenching on 944 le Mans replicas and testing GT3s on the 'Ring.

Dreaming is fun and very healthy, it keeps me thinking and persevering and working hard so that one day maybe I can turn those dreams into reality.

Being a car guy and dreaming go hand in hand. It's so easy to drift off for a few minutes while thinking of big brake kits, V8 engines, and flame-thrower exhausts. The nice thing about owning my 944 is much of my dreaming gets turned into reality.

While I wish sometimes I could drop my car off at a specialized tuning shop and get a fire-breathing monster after a few weeks, there sure is a level of satisfaction involved with dreaming up plans for my car and then working my tail off to make them a reality.

I have only begun to scratch the surface in terms of turning my 944 dreams into reality, so I figured I could come up with some cool ideas for what my "dream" 944 build might be if I had unlimited resources. Now close your eyes for a second and cue Gary Wright's "Dream Weaver", this is my 944 Dream build.

As much as I love the 944's 2.5L engine, nothing is dreamier to me than a snarling V8. While I agree that the Porsche Flat-Six has few equals, for the sake of my front engine rear drive car, a V8 is the wisest option.

Porsche has offered many V8s over the years, most notably the original 4.5L V8 in the early 928. While this is a decent choice, being this is a dream build, I figure something more modern, and powerful should grace my engine bay.

Think about the Panamera Turbo S's 4.8L V8 with 570 hp and 590 lb/ft of torque in overboost mode. Overkill? Maybe, but c'mon how fun would that be? Mated to a proper manual in the form of a beefed up 968 6-spd transaxle with Limited slip. This is what dreams are made of!

This type of power would surely require a reinforced chassis. A full FIA spec rollcage, complete with buttresses, a semi-tube chassis front structure and made from lightweight materials will ensure strength and safety compliance. Coupled with a fully seam-welded body and subframe strengthening, unleashing almost 600hp will be easily obtained without the fear of the car twisting in half. I'd also increase the size of the rear wheel tubs to allow for 315 wide tires to try and harness some of that insane torque. Or maybe we can adapt the Panamera's AWD system! Mmmmm...dreamy.

As I write this I can picture all of it in my head and one of the features of my dream build that would be most exciting is using Porsche carbon ceramic brakes. Ultra lightweight and fade free braking as well as incorporating the super-cool GT3 centre lock wheels. This would bring my 944 into supercar territory. Carbon fibre wheels would complete the quest for super light weight and up the dream factor by 10. The massive yellow calipers behind some stealthy flat black carbon wheels makes my heart race.

Turning my attention to the interior, there is no doubt in my mind that I would love a 991 inspired upholstery in my 944. I really like the centre stack that's being incorporated into the new line of Porsches; grafting one into an old school car would be amazing.

Add in a mix of modern Alcantara and classic houndstooth and I'd be in dream car heaven. A full install of sound-deadening material would keep the interior a nice quiet place and, of course, fully cooled seats and modern air-conditioning would make it an environment I'd never want to leave.

Time to wake up. I guess what I've realized with my dream build is that I'd love a modern day supercar wrapped up in the classic body of an early 944. Porsche, are you listening? Maybe remove the rear doors of the Panamera and shorten the wheelbase considerably, essentially creating a modern day 928/944 type car. Dare to dream.

Happy Cornering!



PERIPHERAL VISION



By John Adam, UCR Historian

Is it April already?

In March, we were contemplating our plans for the 60th annual Parade at French Lick. Parade registration opened on March 17 and so we filed our papers.

Another important date on our Peripheral Vision calendar has been the day NNJR opened registration for its three-day driver education event at Mid-Ohio, May 15-17.

Mid-Ohio is my favourite track in many ways. Motels aren't too far from the track in Mansfield, Ohio, and rates are reasonable but moving higher. It's a seven-hour drive to the hotel, but it's all four-lane. Consider adding it to your personal DE bucket list.

UCR has sold out its two advanced car control April dates on the CTMP (Mosport) Driver Development track. The UCR driver ed program goes on track at Mosport May 9-10. Of course, that's not news to fellow Trackies. I will give you my seasonal low-down on selections from further afield.

Checking for events further afield, the PCA list is rather sparse at time of writing – perhaps Niagara Region at Watkins Glen May 25-26 followed by Metro New York May 27-28. PCA Zone 1 will be at The Glen June 5-7 for a big event with probably 250 registrants. Instructors get the benefit of an extra day of driving. See the Zone 1 website for all the details. There are several opportunities to be at Pocono during the summer. This is your opportunity to try part of a NASCAR oval.

Hard core Trackies from NNJR and elsewhere will appear for three straight days at Mosport July 17-19. Green and Yellow Run Group drivers are promised plenty of instructors for Friday through Sunday and I always wonder why more Green and Yellow Run Group drivers don't sign up. The Red Run Group is in abundance at this event.

For a complete rundown on driver ed dates, the PCA web site is a great place to do your research.

Now that better weather is here, let's hope that you get to enjoy some of the events that PCA is bringing your way. Not sure? Come out to our UCR spring Open House on May 3 at 427 Auto Collision or send me an e-mail at: johnqadam@rogers.com.



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