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



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Canada Post Publications Mail Agreement Number: 40042299

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Provinz Editor. See Detroit Auto
Show coverage on page 20.



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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

JANUARY

6	Tues	UCR Board Meeting
13	Tues	UCR Social

FEBRUARY

3	Tues	UCR Board Meeting
10	Tues	UCR Social

MARCH

3	Tues	UCR Board Meeting
6	Fri	Ski Day, Osler Bluff Ski Club
10	Tues	UCR Social

APRIL

7	Tues	UCR Board Meeting
11	Sat	UCR Introductory Driving School, CTMP Driver Development Track
14	Tues	UCR Social
25	Sat	UCR Introductory Driving School, CTMP Driver Development Track

MAY

2	Sat	Muskoka Spring Fun Run
3	Sun	Shift into Spring at 427 Auto Collision
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
5	Fri	Driven 2 Smile Charity Event & Solo Lapping (Red & Black Groups) CTMP Main Track
5-7	Fri-Sat-Sun	Architectural and Gastronomic GT Tour
6-7	Sat-Sun	UCR Driver Education, CTMP Main Track
9	Tues	UCR Social
20	Sat	Bear Manor Niagara Escarpment Poker Fun Run

JULY

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
6-9	Thurs-Sun	Montebello, Quebec Tour
7-8-9	Fri-Sat-Sun	UCR Club Race (Can/Am Challenge, CTMP Main Track)
11	Tues	UCR Social
14	Fri	UCR Introductory Driving School, CTMP Driver Development Track
15-16	Sat-Sun	UCR Driver Education, CTMP Driver Development Track
22	Sat	Blue Mountains Fun Run

SEPTEMBER

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

OCTOBER

3	Sat	Muskoka Fall Fun Run
6	Tues	UCR Board Meeting
13	Tues	UCR Social
17-18	Sat-Sun	UCR Driver Education, CTMP Main Track

NOVEMBER

3	Tues	UCR Board Meeting
10	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

The Golden Age of Motoring?

The term "Golden Age" usually refers to a period in the past, as a kind of general consensus based on nostalgia for an era and a particular aspect of life. Since cars and motoring figure in the lives of most Canadians, many may hold views on what they see as the Golden Age of Motoring. My question would be whether it's in the past or still to come.

A case could be made for the Golden Age of Motoring being in the past. The Golden Age of auto manufacturing, at least in North America, is often seen as the '50s and '60s.

But was it the best time to own and drive a car? For those revelling in ever-longer, bigger-finned, chrome-laden status symbols, available on easy terms and cheap to fill with gas, then yes it may have been. That was a time when people would "just go for a drive" for the sheer pleasure of it.

Daydreaming at vintage car events can have us picturing ourselves cruising along an empty country road in one of these shiny monsters on a balmy spring day. Funny how we only remember the good stuff. But if we really try, we might recall (or have been told about) reliability problems, fading paint and rust bubbles, uncomfortable seats, sloppy steering and poor brakes. So maybe there's not an entirely convincing case for the '50s and '60s. The Golden Age may be in the future, so we'll have to imagine what it might look like.

Without getting too fanciful and considering only developments already on the horizon, what is it about the future that could make it the Golden Age of Motoring? Well, we can probably start by checking the boxes for reliability and longevity.

There may be multiple environmentally friendly, fuel-efficient motive power options, but they may not necessarily lower the cost of owning and running a vehicle. Collision avoidance technology will reduce fender benders and save lives, while telematics will enable insurers, and potentially others, to monitor how we drive and to tell the dealer about our vehicle's maintenance and

repair needs. As driverless and semi-autonomous vehicles appear, controversy about the dangers of reduced driver engagement will grow.

So will the Golden Age of Motoring be a time, not too far off, when we tell our car to start, program our destination and then carry on reading our book? Hold on a minute, I'm talking with Porsche drivers here. Surely those of us who find pleasure in connecting with, controlling and feeling at one with such fine engineering, would balk at anything likely to dull that experience.

I really enjoy the act of driving – feeling the road through the steering wheel, choosing when to shift, trying to drive more smoothly and judging the bends. I love my car's braking ability, its slick gearshift, its firm, comfortable seats, its brilliant headlights and even its electronic messages telling me (only me) about fuel consumption, tire pressures, etc. I'm all for things that make my life easier, and I appreciate the technological developments that have made my Porsche and my non-Porsche so thoroughly enjoyable to drive.

Nostalgia apart, I'm not convinced by that rosy picture of the past, particularly when I consider the endless hours spent as a teen under the hood of my various rust buckets. The future of our driving machines is an exciting topic for me and I think I've always believed that new developments in automotive technology would keep improving my driving experience.

However, I am less sure about that today, mostly because of the trend towards less driver engagement. I'm beginning to think that we should be savouring this moment in which we can still shift manually, control our cars pretty much all by ourselves and not be monitored by Big Brother, as we consciously take pleasure in the driving of our fast, reliable and comfortable cars. Indeed, I'm going to suggest to you that we're enjoying the Golden Age of Motoring right now.

What do you think?

Keep your eyes up and drive safely
Mike Bryan



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THE WAY WE WERE...

30 Years Ago

Phil Hucker was pleading for a person to come forward as president. **Sherry & Wilf Danner** were “Enthusiasts of the Year”. The three-day Zone 1 DE weekend at Watkins Glen was \$65. **Bruce Farrow** wrote a lengthy article about getting into vintage racing. He mentioned **Dan Proudfoot** as another vintage racer. **Bruce Farrow** listed two pages of parts for sale. **Mark & Angie Herring** designed a new club crest.

25 Years Ago

We were waiting to see if UCR had reached a year-end count of 600 primary members. Mobil 1 was the next new thing in engine lubricants. The topic at the February Social was the Rothmans-Porsche Turbo Cup Series. Pictures from the December Social were of a gift exchange—where the gifts kept being exchanged. **Howard Dexter’s** “Offline” article was all about the 964, aka the 911 Carrera 4.

20 Years Ago

John Van Atter was raising money for charity. **Paul Roberts** was hosting our first Ski Day. DE fees were up to \$195 for the weekend. **Karl Thomson** designed a new club crest. **Patti Green** went on and on and on. Autocross from the previous year was reviewed. **Mike Tamblyn** bought Heimrath’s Turbo Cup 944. A big UCR crowd was visiting Daytona for the 24-hour endurance race. Amongst newcomers were **Franz Chwojka**, **Geoff Davies**, **Delis Lus** and **Alex Veronac**. We carried the baby picture of **Jacqueline Elizabeth Metcalfe**. Now, she could be driving dad’s 356 on the track. **Howard Dexter** took his 928 to Mt. Tremblant in a winter blizzard. Winter tires. No problem eh?

Contributed by **John Adam**, UCR Historian

Welcome! NEW MEMBERS

Name	Location	Model	Thanks To
Arman Alemi	Wasaga Beach	15-Macan S	Downtown Porsche
Adam Armstrong	Toronto	15-Cayenne S	Downtown Porsche
Andrew Atkins	Lansdowne	74-911	Emily Atkins
Sam Bak	Welland	86-944	
Aubret Browne	Toronto	11-Cayenne	Downtown Porsche
Chun Ju Bu	Toronto	15-Cayenne	Downtown Porsche
Robert Chan	Pickering	03-911 C4S	Porsche of London
Rebecca Chin	Markham	15-Cayenne	Downtown Porsche
Richard Cohen	Toronto	15-Macan S	Downtown Porsche
Jason DeZwirek	Toronto	15-911 C4S	Downtown Porsche
Jun Dong	Scarborough	15-Cayenne	Downtown Porsche
John Esteves	Toronto	13-Boxster S	
Kevin Farmer	Mississauga	11-Cayman	Downtown Porsche
Chris & Rose Flamminio	Orono	00-911	
Bill Gotro	Whitby	12-Cayman R	
Kevin Hopp	Scarborough	15-Boxster GTS	Porsche of London
Larry Humphries	Etobicoke	15-Macan S	Downtown Porsche
Perri Kirshenblatt	Toronto	15-Cayenne	Downtown Porsche
Lisa Legris	Thornhill	15-Macan S	Downtown Porsche
Danny Kin Ming Liu	Richmond Hill	12-911 GTS	Downtown Porsche
Woon Luk	North York	15-Macan S	Downtown Porsche
Thien Ly	Brampton	15-Macan S	Downtown Porsche
Helena Marques	London	15-Macan S	Porsche of London
Luisa Nino	Toronto	14-Boxster	Downtown Porsche
Victor Oliveira	Toronto	07-911	Downtown Porsche
Neil Pasteris	Stouffville	07-911 C4	
Jaroslav Pikulski	London	14-Cayenne	Porsche of London
Holden Rhodes	London	15-911	
Max Rimaldi	Toronto	12-911	Downtown Porsche
Paul Robbins	Goodwood	10-911 GT3	
Duncan Smith	Amherstburg	14-Cayenne	Porsche of London
John Sullivan	Toronto	15-Cayenne S	Downtown Porsche
Lisa Sutherland	Georgetown	15-Cayenne	Downtown Porsche
Deborah Swartz	Port Colborne	11-Boxster Spyder	
John Wolfe	Waterloo	15-Macan S	Porsche of London
Anthony Wong & Vivian Lee	Richmond Hill	11-Boxster Spyder	
Mark Zemel	Thornhill	11-Cayenne	Porsche of London
Yaze & Meixi Zhao	London	14-Cayenne S	Porsche of London
Qing Zhou & Jingjing Liang	Windsor	14-Cayenne	Porsche of London

Congrats! ANNIVERSARIES

25 YEARS

Stephen Goodbody & Patricia Caughell

20 YEARS

Ilio & Jackie Dinardo
Ruedi Hafen
Kenneth & Joseph Lo

15 YEARS

Laurence Gutcher
Robert Sandolowich

10 YEARS

Kurt Bergmanis
Jamey & Jayne Feyen

5 YEARS

Dan & Mary Bussotti
Rick Turcic & Doreen Carontur





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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!

Your Socials Co-Chairs, Laurel Ward, Martin Tekela


Coming Events

Date: Tuesday, February 10, 2015, 6:30-9:00pm
Venue: The Musket, 40 Advance Road, Toronto, M8Z 2T4, 416 231-6488
Speaker: Constable Hugh Smith, Traffic Services, Toronto Police Force

A favourite of UCR members, Police Constable Hugh Smith will be returning for what promises to be a lively and engaging evening of driving and traffic discussion. Constable Smith shares a wealth of traffic knowledge, having been with the Toronto Police Force for 27 years. We will run a Q & A format, since there are so very many questions our UCR members have and experiences that Constable Smith has to share. You won't meet a nicer Police Constable. 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.

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

Date: Tuesday March 10, 2015, 6:00-9:00pm
Venue: Mimico Cruising Club, 200 Humber Bay Park Road West, Toronto, ON M8V 3X7, 416-252-7737; www.mimicocruisingclub.com
 There is ample and secure free parking on site.
Guest Speaker: Stephanie Wallcraft is a motorsport and automotive journalist and a frequent contributor to the Wheels section of the Toronto Star, where she provides insight and commentary on all forms of motor racing as well as car reviews and other features. Please plan on attending UCR's March social which will feature a sit-down, table service menu. In addition, you will be able to purchase beer or wine to accompany your dinner selection. Cash and credit cards will be accepted for both meal and beverage purchases. Stephanie will be our after dinner speaker.
 Door prizes: As usual, we will be drawing tickets for a number of door prizes and all new members attending their first social will be presented with an official PCA/UCR lapel pin.



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

Please RSVP to: [socials @pcaucr.org](mailto:socials@pcaucr.org). Attendance is limited to approximately 90 people due to seating capacity, so please rsvp early.



JANUARY SOCIAL

2015 kick-off at Pfaff Autoworks

By Martin Tekela, UCR Socials Co-Chair, Images by Eshel Zweig and Wolfgang "Sonny" Lott

Over 75 current members, guests and prospective members attended Upper Canada Region's first social of the year which was graciously hosted by Jeff Pabst, General Manager and Partner of Pfaff Autoworks.

This event was a follow-up to the November 2014 UCR Social held at the Musket Restaurant where Jeff was a guest speaker who talked about the collision repair process and the new challenges created by the increased presence of aluminum and "crush zones" in modern Porsches.

Mike Bryan, UCR President, recently wrote an article about the collision repair process, which appears on page 32 in this issue of Provinz. He believed that there was sufficient interest in the subject matter among our members that he provided handouts of his complete article.

Based on my informal survey of attendees, the 991 GT3 Cup racing car being repaired at Pfaff generated the most interest. The entire front of the tub was being replaced because one side had been crushed in an impact. Due to the extensive use of aluminum, the damaged

front could not be "pulled out" as would have been done in older racecars made with steel components.

Mike Bryan also provided an update on upcoming events and the unique nature of our club being an all-volunteer organization. Mike also presented UCR lapel pins to the following UCR members who attended their first social. These new members were George Boykoff, Kevin Therriault and Jaie Tufford.

Thanks to Kim Viney who looked after the event registration and email blasts and to Eshel Zweig and Wolfgang "Sonny" Lott, who took photos at the event.



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TECH SESSION

Porsche innovation beyond the vehicle



By George O'Neill,
PCA/UCR Tech Editor

Tech Editor's Note: We are always looking for ideas and PCA/UCR Member submissions for Porsche tech related articles, so submit yours via email to: George@ONeillAdvisors.ca today!

Porsche's 918 is a tour de force that stands alone. Amongst its many innovations, the 918 is the world's first plug-in hybrid supercar, and it is truly Porsche's flagship.

It is the first production vehicle to break seven minutes on the Nürburgring 20.6 km course completing the circuit in 6:57, definitively beating the previous record by a full 14 seconds. The entire production run of 918 units has been sold out, all being 2014 model year vehicles and each will certainly become collectable.

Well, except perhaps for one car that spectacularly went up in flames last fall in Caledon, Ontario, while the owner Michael Wekerle (a newcomer on CBC's hit TV show Dragon's Den) was filling the fuel tank. Wekerle has joked that Porsche may now need to rename the model the 917.

But as unique as the car is, the manufacturing and assembly methods to produce it are just as unique. The cars are assembled in a purpose-built area inside Porsche's Stuttgart-Zuffenhausen assembly complex. Porsche has designed the production process to be not only ergonomic for the workers, but also to achieve the best assembly quality currently possible. Porsche has gone as far as filing several patent applications for production related innovations.

The following paragraphs were included in a recent Porsche press release describing the areas within the plant containing innovations that are perhaps the most novel. As you read through these, cross-reference the accompanying picture showing the layout of the plant to see how the various elements work together.

Scissors lift platforms

The scissors lift platforms enable ergonomic assembly of vehicles, starting with the interior and working outwards to complete the exterior. The scissors lift platforms move from station to station at the push of



a button, making the technicians' work considerably easier when they need to fit a 140-kg high-voltage battery at the rear of a vehicle, for example. In addition, the scissors lift platforms ensure that the bodyshell can be fitted without causing any damage.

Assembly elevating truck

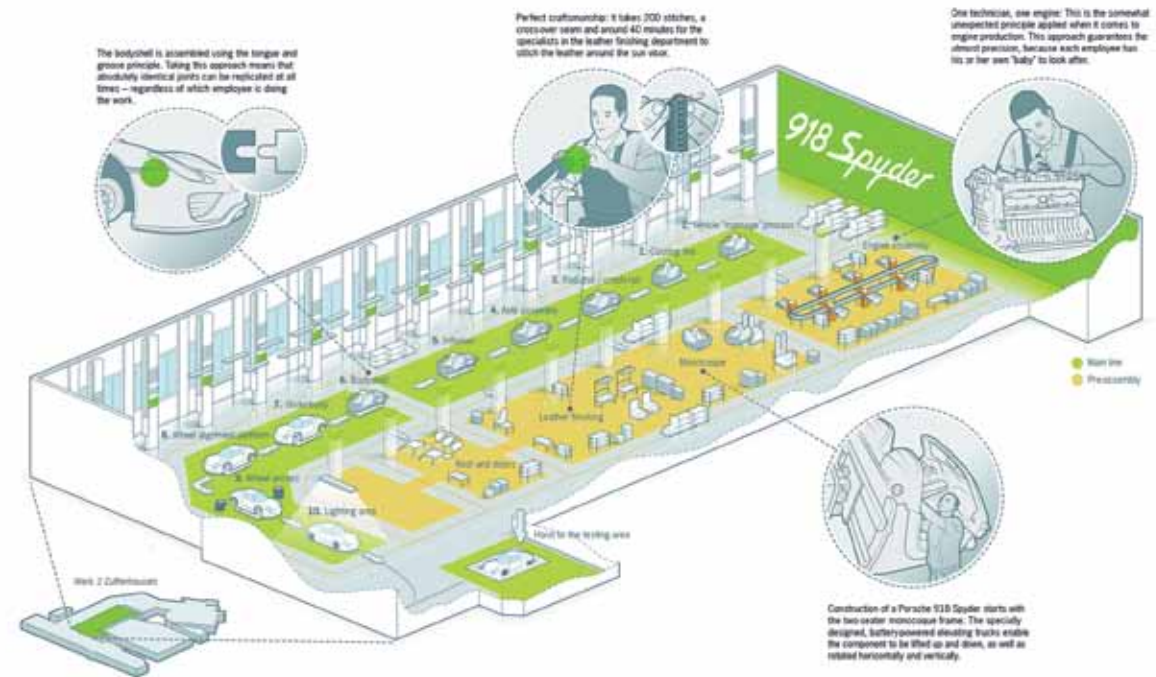
The battery-powered elevating truck has been designed especially for this vehicle. The truck carries the two-seater monocoque, which is the starting point of assembling the Porsche 918. The elevating truck allows the monocoque shell to be rotated, tilted, lifted and lowered, meaning the interior of the vehicle as well as the 12-volt battery and the high-voltage wiring can be positioned with great ease. The ability to position components with ease is, in fact, the key to preventing damage when fitting the components.

Drivetrain assembly

During the "engagement" process, the electric motor and transmission module is connected in a de-energized state to the engine with the help of a specially developed trolley. Together, these components form the vehicle's drive unit. At this point, the specially designed scissor lift platforms are used to position the unit carrier above the drive unit so that both elements can be screwed together at three different points. The next stage of the process is called the "marriage". The marriage involves the unit carrier and the drive unit being connected to the monocoque via six bolts.

Wheel alignment platform

Thanks to the new wheel alignment platform, all the essential parameters can now be measured within a very small space. These parameters include properties such as the cross load, track and camber, and each one can be configured to the optimum setting for the vehicle.



Leather finishing and assembly tables

The leather finishing and assembly tables used at the 918 plant set the benchmark when it comes to ergonomics and flexibility. For example, interchangeable inserts allow different components to be manufactured, ensuring that station times are fully optimized. Furthermore, the height of the tables can be adjusted along with the angle so the table corresponds to the needs of the individual employee.

Bluetooth-controlled cordless screwdriver

The Bluetooth-controlled cordless screwdrivers are being used for the first time at Porsche. These screwdrivers are virtually silent and require no wiring. These features give the technicians maximum flexibility, and the risk of damage to components is greatly reduced. What's more, coupling the screwdrivers with the database via a Bluetooth interface ensures that the torque values for all safety-specific screw connections are complied with and can be documented and checked at any time.

Electronic vehicle tracking card

The electronic vehicle tracking card, known as the eWbk for short, may not be an innovation for the Porsche 918 alone, but it clearly shows how the Zuffenhausen site - home to the 911 production line for five decades - has been able to effectively combine small-scale and large-scale production. A standard feature of large-scale production for many years, the eWbk system used at the factory also contains a wealth of information that is essential to the production process, including drawings and test points to name just a couple. In addition, the card can be used to document potential problems - perhaps if the feedback from the Bluetooth-controlled cordless screwdriver indicates that a particular torque was not reached.

Porsche innovation occurs not only during the design of the vehicles themselves, but also in the processes that manufacture and assemble the vehicles. Worker ergonomics, plant efficiency and production accuracy all go hand-in-hand to create the fine vehicles we get to enjoy. The best vehicles can only be achieved when design and production are both optimized for excellence.

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CLUB NEWS



UCR's Past President Mario Marrello presents the cheque to Robin MacDonald, the Board Chair of OSAID

Extending street survival: UCR donates to student charity

By Mario Marrello, UCR Past President

In 2014, UCR and the Trillium Chapter of the BMW Club teamed up to put on two Street Survival School events.

The Street Survival School is intended to be non-profit, but we got sponsors and great participation so we ended up with a little more revenue than we needed to cover the event. As a result, the boards of the two clubs elected to split the proceeds and each club would donate to an appropriate charity.

Through careful consideration, UCR chose OSAID. As the objectives and target market of OSAID and the SSS are quite similar, this was a good choice.

Ontario Students Against Impaired Driving ~ OSAID

Impaired driving is not only about drivers who've had too much to drink. Impairment involves any substance or circumstance that renders the driver unable to control the vehicle. Unsafe driving practices are also responsible for teen driving fatality and injury. OSAID encourages its members to address the issues of excessive speed, street racing, seatbelts use, drugs and distractions when driving.

Impaired driving is the leading killer of teens.

OSAID Inc. is a registered Canadian Charity with secondary / high school student members. Every year 5000 OSAID students run school events, presentations, and community activities to promote the issues of sober and safe driving to their peers. OSAID students practice leadership. OSAID's awareness raising program is centred on its peer-to-peer education plan—OSAID members help their friends and families to understand the dangers of driving impaired.

OSAID reaches more than 300,000 students annually. Since its inception in 1987, OSAID has graduated thousands of youth leaders who are now living, working, and driving in every community throughout Ontario. OSAID presently manages over 300 OSAID chapters and 5000 volunteers annually utilizing 200,000 volunteer hours toward reducing driver-risk and injury in the province of Ontario.

Every year OSAID programming reaches beyond the school environment to positively impact over a million families. Each year, 5000 parents across the province watch their teenagers grow to become OSAID leaders in their communities. These youth launch motivational and educational campaigns to promote a practical and responsible driver-safety message to a hard to reach audience—their peers.



UCR's Past President Mario Marrello presents the cheque to Barb Mrozek, Director, Charities and Philanthropy, Toronto Star Fresh Air Fund.

UCR's thank-you for autocross support: Donates to Toronto Star Fresh Air Fun



On December 30, 2014, Mario Marrello delivered a cheque for \$1500 to the Toronto Star Fresh Air Fund. Barb Mrozek, Director, Charities and Philanthropy was on hand to accept the cheque.

The Toronto Star Fresh Air Fund is a children's charity that provides grants to camp organizations to subsidize fees for underprivileged and special needs children from the Toronto area each summer.

The money was generated from the proceeds of the 2014 Autocross events and the Toronto Star charity was selected as a way of saying thank you for allowing UCR to use their facilities for the event.



2015 Fun Runs & Tours



Photo by Michelle Gamauf

By David Forbes, UCR Fun Run Chair

Note: Registration information to follow

For 2015 the club has added a new kind of event, the “Tour”. These are longer than day-long fun runs and involve overnight stays.

Saturday, May 2nd: Muskoka Spring Fun Run

Join us for the 7th annual Muskoka Spring Fun Run. We will be meeting in Bracebridge and then travelling along the winding roads of Muskoka in several “Run Groups”. Along the route there will be several stops including a lunch break. Following lunch, our route will take us past beautiful lakes and Muskoka landmarks for a mid afternoon reception in Bracebridge. Details to follow. Contact David Forbes. david.forbes@rbc.com

Saturday, May 30: Porsche of London Fun Run

We are excited to host our first fun run of the season at Porsche of London, the planning has begun with details to follow in the next few weeks. If you would like to join please feel free to e-mail. Please include year/model, along with names of who will be in the vehicle. Contact Mike Salter for more information. mike@porschelondon.com

Weekend of June 5 – 7: Gran Turismo Tour

Architectural and Gastronomic GT Tour. There will be a 6-car limit. Details to be posted soon. Contact Jason. jasonfig993@gmail.com

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. Join us as we wind our way through the Niagara escarpment, by scenic vineyards, a stop for a tasting and enjoy travelling over tree-lined back roads. The run will culminate at our home on the Grimsby escarpment where lunch and wine will be served.

Hope you can join us starting at 9:30am in the Grimsby area. Start location and details to follow. Contact Vaughn Warrington. vwarrington@worldsourcecurities.net or 905-309-9990



Photo by Mike Salter

Weekend of August 6 - 9: Montebello Quebec Tour

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 picturesque countryside to Mont Tremblant, where we'll take a panoramic gondola ride to the top! In Mont Tremblant we'll enjoy the sites, 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.

We are limited to nine vehicles, so please act quickly if you would like to join us!

Contact Mike Blinn. cmblinn@gmail.com. Richard (Rick) Zuccato. rjzuccato@gmail.com.

Saturday, August 22: 6th Annual Fun Run to the Blue Mountains

Join us for our 6th Annual Fun Run to the Blue Mountains 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 starting at 10am, and we will travel the scenic back roads of Caledon, Hockley, Mulmur, Clearview, up and down the Niagara Escarpment, and into a local town for lunch. Following lunch, our curvaceous 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. Contact Hazel de Burgh for more information. hazel.deburgh@gmail.com

Saturday, September 12: Porsche of London Fun Run

Contact Mike Salter for more details. mike@porschelondon.com

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

Showing and sharing our cars. Contact David Forbes. david.forbes@rbc.com

Saturday, October 3rd: Muskoka Fall Fun Run

Contact David Forbes for additional info. david.forbes@rbc.com



Photo by Rick Zuccato



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Gran Turismo

Architectural and Gastronomic Tour

Last year, the 1,000-km Gran Turismo tour was about driving; specifically taking fellow Porsche enthusiasts along routes that would evoke what a Mille Miglia or Targa Florio could be. And, it was spectacular! In fact, we drove an extra 200 km. This year, the Gran Turismo Architectural and Gastronomic Tour combines my adoration of cars, history, architecture and cuisine. We'll visit architectural masterpieces, indulge in fine dining and drive roads that are bespoke for a Porsche. I want you to come, and I look forward to driving with you.

Sincerely,
Jason Figueiredo

Itinerary:

Day One: Niagara to Foxburg to Pittsburgh

The starting point of your trip is the White Oaks Resort. Today's route will lead you into the charming village of Foxburg in the majestic Allegheny Mountains for lunch. This stop provides the opportunity for a pleasant break to explore the town. If your interest is golf, the National Historic Foxburg GC Club is home to the oldest golf course in continuous use in the US. The American Golf Hall of Fame is located on the second floor, where visitors will find a priceless collection of golf clubs and other exhibits depicting the 400-year history of golf. Leaving Foxburg, we travel to the City of Pittsburgh and check into the hotel. In the evening we reconvene at an elegant restaurant for dinner.

Day Two: Pittsburgh to Fallingwater

Your day will begin in the early morning as we drive to the iconic landmark that is Fallingwater. Reservations have been secured for the exclusive tour, which provides a greater understanding of what Frank Lloyd Wright was seeking to create with his masterwork. The guides have a deep knowledge and will interpret Fallingwater in many contexts including: historical, architectural and the relationship between the house and surrounding landscape. This tour offers access to secondary spaces not available on the Regular Tour and lasts approximately two hours. To enhance the experience, the number of visitors on each tour is limited and interior still photography is permitted for personal use only. Please visit Fallingwater.org to receive a better understanding of this historical and architectural masterpiece.

For lunch, we will visit another architectural gem that is the benchmark for excellence in resort lodging, the Chateau Lafayette, located in the Nemacolin Resort. This luxurious hotel was inspired by the famed Ritz Paris in France and is a tribute to the grand hotels and resorts of Europe.

Following lunch, you will visit The Woodlands Auto Toy Store, which features a wide variety of rare and antique automobiles. After perusing these fine motor coaches, the tour continues to the Pride and Joy Airplane Hanger on the property. Housed in this facility is a classic Pitcairn PA-8 plane fully restored and airworthy that was once in the collection of the late Hollywood icon and Porsche enthusiast Steve McQueen.

After lunch, the focus of today's drive is paramount for Porsche: pure driving enjoyment. We return to Pittsburgh with a scenic drive through the Laurel Highlands. The mountains making up the Laurel Highlands are the highest in Pennsylvania, with Mount Davis in Somerset County the highest point in the state at 3,213 feet. On the final night, you'll drive to Mount Washington to dine at a fine dining restaurant with a view of the skyline.

Day Three: Pittsburgh - Canada

After a restful night, it's back behind the wheel for the final day. A short drive takes you to the grounds of the University of Pittsburgh's Cathedral of Learning to tour The Nationality Rooms. The rooms reflect the crafts, culture, and traditions of Pittsburgh's diverse ethnic groups. Of museum quality, often designed by architects abroad, the 26 rooms adapt Classical, Byzantine, Romanesque, Baroque, Renaissance, Tudor, Empire, Minka and folk styles to re-create cultural periods prior to 1787, the year the University was founded.

Lunch will be at the Pittsburgh Hofbrauhaus before we return to Canada.

REGISTRATION opens March 1, 2015. Please visit the pcaucr.org website for registration details and more information.





A quick performance

Press preview days at NAIAS 2015

Images by Emily Atkins, Provinz Editor

It was a performance car extravaganza at the Detroit auto show (NAIAS) this year. Porsche—of course—was in the thick of it, pulling the wraps off the new Targa GTS and Cayenne Turbo S.

But the show stealer was probably the Ford GT, closely shadowed by the Acura NSX.

Here's a quick peek at some of the reveals along with some of the more interesting cars on display.



(Above) The Porsche 911 Targa 4 GTS.

(Right) Infiniti's Q60 concept.



(Below) The amazing Ford GT drew an amazing admiring crowd—the flashes from the cameras went on and on...



(Above) Two glorious examples from Alfa Romeo's storied past along with (Top) hopes for the immediate future: the new 4C Spyder.



(Above) The long-promised Acura NSX.



The formidable-looking Lexus GT-class racer.



An original competition Morris Cooper "S".



The John Cooper Works edition from Mini.



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Parade 2015

June 21-27 in French Lick, Indiana

The Porsche Club of America cordially invites you to attend our 60th Annual Porsche Parade Celebration in French Lick Indiana from June 21-27, 2015. Our 60th Parade coincides with the Club's 60th Anniversary Celebration, and we're planning a series of special events at French Lick that will pay tribute to the cars and people who have made us the greatest single marque sports car club in the world. The 60th Parade will rightfully pay homage to the members and events of our past, but will also celebrate the Club's newest enthusiasts who will shape our future.

Parade Registration will open to PCA members on Tuesday, March 17, 2015 at 12 Noon EDT. The best place to read about Parade activities is: <http://parade2015.pca.org/>.

For the first time in recent memory, we have not one, but TWO resort properties awaiting your visit, both listed in the National Register of Historic Places. The 3,000 acre compound also features three golf courses and a world class spa at each facility.

The French Lick Springs Hotel, established in 1832 and the larger of the two resorts, will be host to many of our familiar Parade activities. This city and the resort were named for an early French fur trading outpost and nearby salt lick. They recently completed a \$600 million restoration, bringing many comfortable present day amenities to surroundings that are authentic to the mid-19th century when the current facility was built. It is perhaps most known for their medicinal springs—Pluto Mineral Water. The actual spring is still part of their landscape, and the Gardens nearby will host our Welcome Party as well as various activities throughout the week.

Known as the 8th wonder of the world, and just down the street, you'll find the West Baden Springs



Photo by Gary Beutler, UCR member

Hotel. This resort is home to the most breathtaking feature of our combined facilities this year; a free-span dome, the largest in the world until the Houston Astro-dome was built in the 1960's. An architectural marvel, this breathtaking Atrium will host our Concours and Victory banquets.

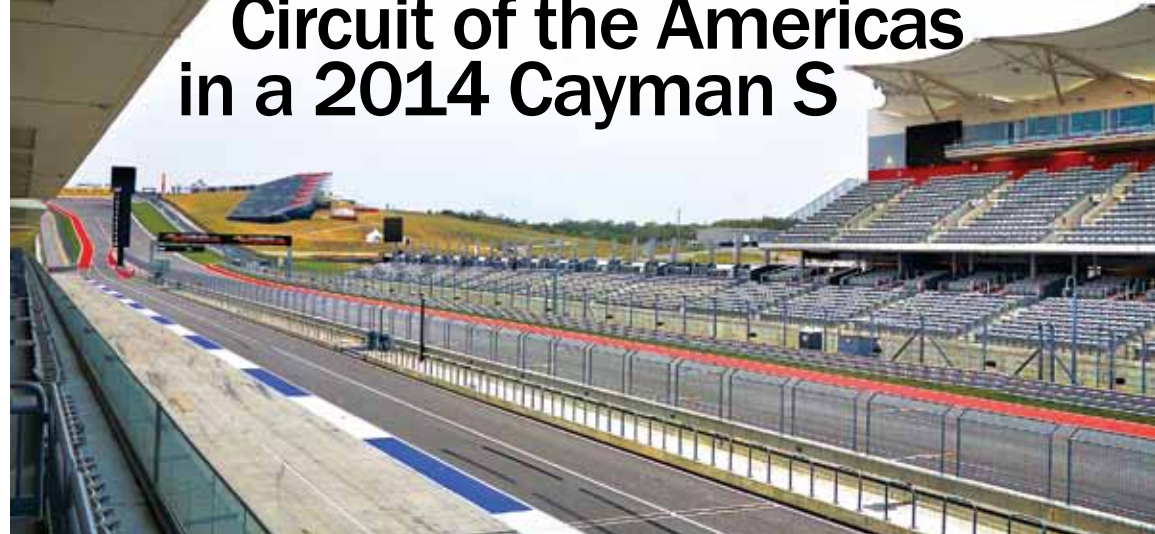
Our Concours will be held a few steps through the covered bridge from the north end of the French Lick property. Rallies will depart from the grounds of the West Baden, and banquets will be held on both properties. The Parade 60th year museum, Hospitality, Goodie Store, seminars and many meetings will be at French Lick. Both resorts have lots of parking and car wash stations.

For those of you who are new to Parade, you need to register for Parade on the PCA or Parade website before getting access to the codes necessary to hold your room. Therefore, we recommend browsing all necessary information prior to opening day so you're ready to go. You'll need to know what events you want to enter, as well as which hotel is your preference. The registration guide will be on the Parade website by March 1.

We will have our full complement of competitive events: Concours, TSD Rally, Autocross (at the nearby French Lick airport), and Tech Quiz. Add to that the Tours, Gimmick Rally, Golf Tournament, Art Show, Michelin Drive and Compare, Kids' events, Tech Academy, cooking school, 5K run/walk, Parade of Porsches and more—you'll be kept busy!



Driving Circuit of the Americas in a 2014 Cayman S



By Kris Tobias UCR Member, Photos by Eshel Zweig

The Circuit of the Americas (COTA) is a fantastic track with 20 corners, more than 5 kilometres long, and a regular on the F1 schedule. It's deep in heart of Texas, with Stars and Stripes painted over sections of the track, and it was on our track bucket list.

I track with a group of friends from the Toronto area. We met about four years ago and became quick track buddies. We share a love of cars, driving fast and having fun. Fun is a big part.

We have fast drivers, and faster drivers, but the big measure of our hobby is can we have a laugh or two. In a way, it's no different from being fishing buddies; we go out and do a few sessions on the track and then tell our "fishing" stories about our best lap, apex, pass, braking zone etc.

The plans started about a year ago. One of our group said "we have to go to COTA, they run F1 there, and they hardly ever run DE days".



Chin Motorsports announced a COTA weekend for mid November 2014. In January 2014, we all logged in with hundreds of other enthusiasts as soon as the registration opened and furiously added in our information and paid our money. We were officially on the list.

Organizing five people and cars from Toronto to COTA is no small feat. We needed flights, hotel and transport for our track cars. The first two were pretty easy, and the third proved to be very pricey.

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...continued from page 25

Eshel Zweig and I decided that we should rent a car at the track and that's where the Cayman S came in. A good friend keeps a Cayman at a track in the Southern US and offered us a solid rental deal. It was a 2014 Cayman S with PDK. It would show up with fresh R-compound tires and Pagid yellow brake pads, ready to go. It was bright, bright yellow, kind of like staring into the sun.

The flights were simple, Toronto-Dallas, Dallas-Austin. You can see the track from the airport in Austin. When we left Toronto it was 0 Celsius. When we got to Dallas it was 0 Celsius. Let me repeat that, 0 degrees. Some sort of strange Arctic weather pattern landed on our COTA weekend; so much for the goal returning to Toronto with a tan.

Arriving at the track on Friday night was worth the wait. Everything seemed new, big and very professional. A massive tower overlooks the track and looks very much like Frank Gehry might have designed it. Chin is very efficient and we were quickly signed in and assigned our paddock. The garages were still labeled with the names of the F1 drivers who used them two weeks prior, very cool. The weather looked ominous, however.

The 7am drivers' meeting came quickly the next morning. There were two hundred eager participants, and after the requisite review of rules and procedures we were off. Chin ran four groups and the drivers ranged from fairly new to top NASA race drivers.

Cars ranged from street cars all the way to Ferrari and Porsche race cars. It was a feast for the eyes and ears, especially given the long front straight past the paddocks.

The temperature—cold—ranging from six to eight degrees, was all we saw all weekend. And the rain came and pretty much stayed the whole weekend. It ranged from light showers to downpours. Grip went from pretty good to non-existent.

The Cayman was a revelation. Let me repeat, the Cayman was a revelation! Turn-in was fantastic and the car was easily controlled and placed with a combination of steering input and throttle. The mid engine setup allows for getting on the gas hard before the apex and the car will sail through the corner. Not something I would do in a 911!

To say that I approach PDK with a sense of trepidation is an understatement. I have never owned anything that was not manual. My last two cars were 997

GT3s, and I have been driving a Z06 Vette, but that's already sold; I'm coming back to the Porsche world.

I was convinced that PDK was for those that could not work a six-speed manual on the track. Being a fan of the GT3, I have been involved in almost religious debates on the merits vs. the blasphemy of the PDK-S in the 991 GT3. I simply couldn't wrap my head around the loss of the third pedal; in a way it seemed too much of a leap from the experience a 996 GT3 could generate—the cars had become too digital.

Given the weather and temperatures we were passing cars that probably don't often get passed by Caymans. PDK: I liked it, and I get it for the car. Lightning fast shifts. At the end of straights dropping three gears was no problem. First gear in slow hairpins? Sure thing!

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Photo by Richard Coburn Photography www.coburnphoto.com



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...continued from page 27

COTA has a bit of everything, high-speed straights, fast sweepers, slow corners, hard braking zones, blind apexes and this was the perfect car for us, new to track and dealing with interesting weather. My biggest negative on the car is power, it needs more, and this appears to be a Porsche marketing decision more than

a question of what the chassis is capable of handling. It will be interesting to see what the Cayman GTS amounts to

Next time we go to COTA I would love to get that tan!



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Pfaff Autoworks is a Porsche Certified Collision Centre here to take care of all your Porsche needs.

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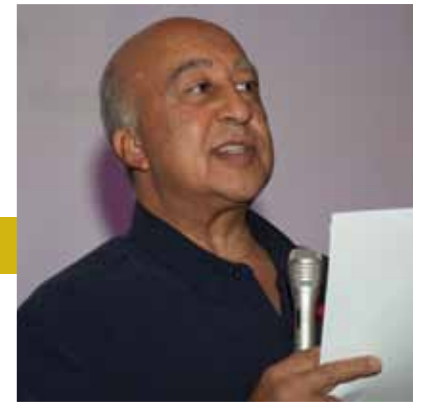
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After a Collision

What you need to know to make a stress-free experience

By Mike Bryan, UCR President



There was insufficient space in December's *Provinz* to publish the full article I wrote on the subject of our November Social's presentation.

This additional article will help you understand:

- Some simple, precautionary steps to be taken in preparation for a collision you hope will never happen;
- Why Porsche and other vehicle manufacturers are introducing certified collision repair programs and what that could mean for you;
- How and why you should choose a collision repairer today (even though you have no intention of having a collision); and
- The benefits of understanding your options and rights, and of having a plan.

December's article provided some facts about the collision repair industry and some reasons for its contraction and consolidation.

But the big issue and game changer is vehicle complexity and advanced technology. How is this affecting the collision repairer and, potentially, its ability to repair your vehicle correctly and safely?

The task of the collision repairer is to return damaged vehicles to pre-accident condition. For many years there were evolutionary developments in vehicle design and the better-run collision repair facilities were able to take these in their stride, adjusting to new repair products and techniques.

However, some of the latest developments in Original Equipment (OE) technology are making this more difficult due to the increasing rate of change and the high cost of equipment, tools and training required in order to carry out correct and safe repairs. In some cases, prior experience provides no help at all when it comes to knowing how to carry out certain aspects of the repair process, for example, when bonding new advanced technology materials.

Why are vehicle manufacturers introducing new technology at a rate the collision repair industry at large cannot match in repair capability?

The reasons behind these latest technology developments are:

- Regulatory pressure on vehicle manufacturers to improve fuel economy is resulting in weight reduction, through the use of high strength (thinner) steels, carbon fibre and aluminum. For example, Canada's best selling vehicle, the Ford F150, has just shed about 700lbs through the switch from steel to aluminum for most body panels and other parts. Another gambit is the use of different motive power—electric or hybrid.
- Pressure on vehicle manufacturers to increase safety through computer technology—ABS, stability control, TPMS, collision avoidance, telematics and more.
- Competitive pressure to provide desirable features like connectivity, infotainment, and potentially driverless cars.

Why vehicle manufacturers are taking a interest in collision repair

Vehicle manufacturers are conscious that not all collision repairers (independent or dealer-owned) are created equal in terms of skills and equipment. Since the manufacturers have a vested interest in safety, value retention, customer satisfaction and brand image, some are feeling the need to have a say in how their vehicles are repaired after a collision.

In some cases, including Porsche, they are creating standards for the collision repair facility, its equipment, tools, training and customer satisfaction. They are then seeking collision repairers willing to invest, become certified and submit to regular audits.

continued next page...

It's worth noting that the collision repair industry has come to accept that the only logical source for the setting of repair standards is the vehicle manufacturer, since it was the one that designed, specified the materials and assembled the vehicle in the first place. While the better-run collision repairers will do their best to follow the vehicle manufacturers' standards, only a relatively small number will become certified by those vehicle manufacturers who run such programs.

Porsche certified collision centre program

In line with these developments, the vehicle manufacturer closest to our heart has been taking steps to ensure that Porsche owners can locate specific Porsche certified collision repair facilities with the ability to correctly and safely repair their vehicles.

At our November Social John Evers of Porsche Cars Canada explained he has been busy identifying suitable repairers willing to make the investment in training, tools and equipment to meet Porsche's high standards and join its network of Porsche Certified Collision Centres. Some are dealer-owned, while others are independent collision repairers affiliated with particular Porsche dealers. John added that this is a factory-driven program with certified repairer networks across Canada, the USA and worldwide.

Why and how you should choose a collision repairer today

Few vehicle owners would be able to recognize the difference between a correct, safe repair and one that may simply look OK, for no other reason than the paint is shiny and the colour matches.

However, unless the precise materials, including original equipment parts and processes defined by the vehicle manufacturer's repair standards are followed, a non-compliant repair may not become evident until a second collision highlights any weakness of the original repair when a similar impact results in greater damage and safety risk.

Put bluntly, that could mean the first front end crash is able to absorb the impact as per the design and original construction, and therefore keep the occupants safe. However, if the repair does not correctly and precisely follow the vehicle manufacturer's repair standards, it is possible the impact of a subsequent front end crash may not provide the same degree of protection for the occupants.

Another downside of substandard repairs is diminished value. Imagine trading in your Porsche and the dealer offering thousands less than you expected because he can see that your car has been repaired, but not by a certified or top class repairer. Clearly, "repaired to pre-accident condition" must mean much more than shiny paint!

Pfaff Autoworks and 427 Auto Collision are two of the five Porsche Certified Collision Centres appointed by Porsche Cars Canada in Ontario. At our November Social Jeff Pabst of Pfaff Autoworks and Lorenzo D'Alessandro of

427 Auto Collision talked about the rigorous process they had gone through to become certified, adding that their collision centres were also certified by other vehicle manufacturers and approved by all the leading insurers.

Turning to the question of what to do in preparation for the possibility of a future collision, the main thing, said Lorenzo, is to do your research in advance and decide which collision repairer you would want to carry out collision damage repair for you. The criteria you might use would include factory certification, warranty offered, staff training qualifications and the answers to questions you may ask about their equipment and customer satisfaction scores. Once you've decided, keep a note of the repairer's contact details in your glove box or in your phone.

Having a plan helps you stick to it

What should you do if you're involved in a collision on a highway, when a tow truck appears out of nowhere and the driver tries to sweet-talk you, while you're in a state of shock, into signing a form and letting him tow your vehicle to the repairer of his choice?

It's easier to decline if you already have a note of your plan, whether it is to call your chosen collision repairer, your insurer, or a reputable tow truck company. If in doubt, or if under pressure from a police officer wanting to clear the road, ask the tow truck driver for a firm price to tow your vehicle home or to a trustworthy location, so that you can clear your head and do further due diligence before deciding to whom you will entrust its repair.

You may have read about new regulations in Ontario that are designed to reduce what might be termed "predatory towing". However, it is still recommended that you have a plan so that you can exercise control of the situation...the one we all hope will never happen.

Here are contact details for the two Porsche Certified Collision Repair Centres represented by our presenters at November's social plus another within UCR that is affiliated with Porsche of London:

427 Auto Collision

395 Evans Ave, Etobicoke, ON M8Z 1K8
Tel: 416 259 6344
www.427autocollision.com
(Affiliated with Downtown Porsche)

Pfaff Autoworks

214 Courtland Ave, Vaughan, ON L4K 4W9
Tel: 905 715 7383
www.pfaffautoworks.com

Burwell Auto Body

485 York Street, London, ON N6B 1R4
Tel: 519 438 5175
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The New "Club Coupe"

Photo courtesy of Porsche



Porsche North America announces new limited edition

Celebrating six decades of the largest Porsche club organization in the world, Porsche Cars North America is commemorating this milestone with a 60-unit, limited-production run of the Club Coupe based on the 911 Carrera GTS. Known as the GTS Club Coupe, the 430 hp sports car is painted in a color unique to this model, appropriately named "Club Blau," which was created exclusively for this anniversary edition by the Porsche Club of America. The GTS Club Coupe features the 44 mm wider body of the 911 Carrera 4 models with a rear wheel drive platform. SportDesign side mirrors, black framed Bi-Xenon™ headlights with Porsche's Dy-

namic Light System, and taillights tinted in black are standard, while the doors are marked with black "Club Coupe" model designations, clearly distinguishing this unique 911. Painted in the newly created "Club Blau" color, the limited-edition model is also characterized by the SportDesign package, which is fitted as standard. A more pronounced front fascia as well as a "ducktail" rear spoiler gives the special car a striking, yet classic, appearance. 20-inch Sport Classic wheels painted in semi-gloss black with polished wheel centers and rim flanges are also standard on the GTS Club Coupe.



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European delivery



Photo courtesy of Porsche

Magical, mystery tour

By John Wright, UCR Member

I have read a lot about European delivery for Porsche, and as I am retired and a long-time Porsche owner I thought now would be a good opportunity to try it. Plus, the vehicle I wanted (plain/manual base 2015 Cayman) would have to be a special order. I believe that with Porsche cars, less is more.

So at the end of May I placed the order through my local dealer in Oakville, Ontario. Even though there was probably little or no money in it for the dealer, placing the order was a straightforward and pleasant experience, and then I just had to be patient.

I got the delivery confirmation in June, secured with a small deposit, and finalized the delivery date as November 3rd in Stuttgart.

About three weeks before my departure date for Germany I got a call from the dealer to tell me my European delivery pack was ready for collection—and please bring a cheque, which is exactly the same amount as if you took delivery in Canada (or for that matter the USA).

After finalizing some small details about which hotel Porsche would book for me (they pay bed and breakfast for one night at an extremely comfortable hotel, and provide taxi vouchers to and from the factory), I was all ready to go.

Porsche in Atlanta prepare a very comprehensive explanatory letter and complete kit for European delivery—you just have to show up at the designated time at the factory, and show your passport. The kit also covers all you need to know about the insurance (up to 16 days coverage paid by Porsche) in Europe, and the return of vehicle arrangements.

A tour of the factory (excellent) and a lunch (also excellent) are part of the experience. Before the tour you are taken through the vehicle documentation by a Porsche delivery specialist, and met again by the same individual after lunch for what is the really essential purpose of the trip: car delivery.

The car is presented to you in the new car delivery showroom, and a photo is taken of car and proud owner. I defy anyone to not look totally thrilled at this moment.

The car delivery specialist then gives you a first-class introduction to the car, and even if this is not your first Porsche, I guarantee you will learn something new about the car from him.

Now you are in the car and rolling out of the factory with a full tank of gas (courtesy of Porsche), navi set (ditto), snow tires (free rental, but a max speed of 240 kph), and the autobahn beckons. If you think all this, being essentially free (i.e. at no additional cost), is too good to be true, well, it IS true, so all that stuff about no free lunch is obviously wrong.

Those with a keen eye for detail will notice I haven't mentioned the museum tour, which is also a free feature. But it's closed on Monday—my pick-up day—so I did that on the way back. An added and fascinating bonus, but if you are only going to do one car museum in Stuttgart, you really should not miss the Mercedes Benz stellar effort as it's in a different league from any other car museum I have ever visited.

At the pre-arranged date you return the car at the agreed place in Europe (also detailed in the delivery kit—you have plenty of choice), and then wait the interminable six to eight weeks for the car to arrive back in your hands in North America.

One month to the day later, the car arrived by ship in Halifax (and I was so advised by Porsche Atlanta), but

here I would say is where the process could be improved, as the car essentially disappears from view thereafter.

I realize that holidays intervene, but in this day and age it is unacceptable that accurate information on the whereabouts of a large and valuable object appears unobtainable.

By comparison, consider how my specialist manufactured floor mats (i.e. non OE - Porsche, your rubber floor mats are the only under-engineered feature of the car) arrived—promptly of course, but more importantly with a tracker advice whereby anytime I wanted I could see where my \$200 worth of mat was.

Right now, I have no accurate information as to where my vehicle may be. It could be in Halifax (over two weeks after arrival there on 19 December), or it might be in a truck, or it might be in a train. Or perhaps in New Jersey, for all I know. The trucking company had no record of the unit being anywhere. I have managed to draw some indication from the dealer that it should be here this week, or as Atlanta put it a week ago—any day now. Well, yes. But why are we all still guessing?

Other than the final mystery tour yet concluded, I would say that European delivery of your factory fresh Porsche is an experience not to be missed.

PS: The car arrived in Oakville by covered truck on January 5th. Mystery solved.



continued on page 33...

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TRACKTALK



Photo by 303 Imaging

By Dave Osborne, UCR Track Chair

As I'm sure most of you are aware, our DE Registration site opened exactly as scheduled at Midnight on New Year's Eve. Congratulations to Scott Bodo, Tamir Moscovici and Mark Gardiner for being the first registrants of the 2015 season. They were the first of many enthusiastic DE participants, who signed up right at midnight. Unfortunately things went downhill rather quickly after that. Despite a week of testing by the team, a small glitch surfaced, so rather than let it continue to compound the problem we shut the system down until it could be resolved. It wasn't something any of us discovered during testing because it was directly related to IDS Registration and no one on the Track Team signed up for that. It didn't take Peter, our resident IT guru, very long to sort it out and we were back in business on January 10th. So if you signed up the first day, please go into your status page and make sure that you are actually registered and the system accepted it.

For those of you whose only contribution is to criticize my contribution, please pay attention because I would like to talk about auto insurance. I completely understand the need for auto insurance. The other night it took me four hours to get from Brampton to Kingston in a snowstorm, primarily due to some of the worst driving I have ever seen. I hope they are all insured. It isn't the need for insurance that bothers me; it's the way that auto insurance takes advantage of many of us.

How many of you have more than one vehicle? At the moment I have four. They all do different

things and they all provide some service in my life, so let's just assume that I need them. I do sleep at night and I don't eat in the vehicles. I have a job that takes some of my time and other duties that take up the rest of it. I probably drive 30 to 45 minutes per day but I'm required by law to insure four vehicles 24 hours per day. I'm not suggesting that my insurance be metered out during the time that I use it; I'm suggesting that it should be the person who is insured, not the vehicle.

A car parked behind my shop isn't a risk to anyone. It's the driver who creates the risk when they operate the equipment. It's the driver who is either talented or one of those people in the snowstorm looking for something to hit. When a friend or employee drives one of my vehicles, why should I be insuring the public for them? They are creating the risk and I have no control over their skill level. I assume that if they have a driver's license that they are competent enough to get to Tim Hortons and back without destroying my van. I have an idea that should work and be far more equitable than the system that's currently in place.

Auto insurance should be purchased by the driver and applied to your driver's license. I would just add up the value of my vehicles in ten thousand dollar increments and that's how much insurance I would purchase. It would have an agreed value and my insurance would follow me into everything I could possibly drive up to that agreed value. If someone was foolish enough to lend me a Bugatti Veyron, then I had better call my broker before I turn the key. If someone else

drives my truck, then they must be insured to do it. The rate would be based on the value of the vehicles, the driver's history and the number of miles driven per year. That system would be fair and equitable to most non-commercial drivers on the road and almost eliminate uninsured motorists. After all, if you don't purchase insurance you can't drive anything anyway, so your license isn't valid.

The insurance information could be stored in a chip in your license, so inserting it into a police computer would transfer all of that information in the event of a mishap or a roadside check. If your car were destroyed you would have agreed value insurance. There would be no hassles over who pays the HST or if it should be repaired. You would be covered for the insurance value you're paying for. The comprehensive portion of your policy would just be the number of vehicles you own. These rate factors are information your insurers already use to determine their risk, but they apply the most expensive parts, liability and collision, multiple times.

In my system the liability and collision portions of your policy go with you, not the vehicle.

I don't mind paying for products or services that I can use. It's the compounded expenses like multiple insurance policies that annoy me. The reason that my system will never work is that it's less expensive, fair and based on actual risk as opposed to how many

times they can charge you for the same coverage. Can you imagine a world where someone hits you and the insurance adjuster looks at your car and says, "That's a mess. Here is our cheque for the agreed value. Have a nice day." That's what would happen in my world. We're already paying for it.

I hope you're all having a warm and comfortable winter and are looking forward to the upcoming driving season. Register early for the events as we are expecting near capacity groups this year. Since this is Track Talk, some say that I should just write about the track. Here is my report; it's covered in snow. I checked.

Drive safely out there,
Dave





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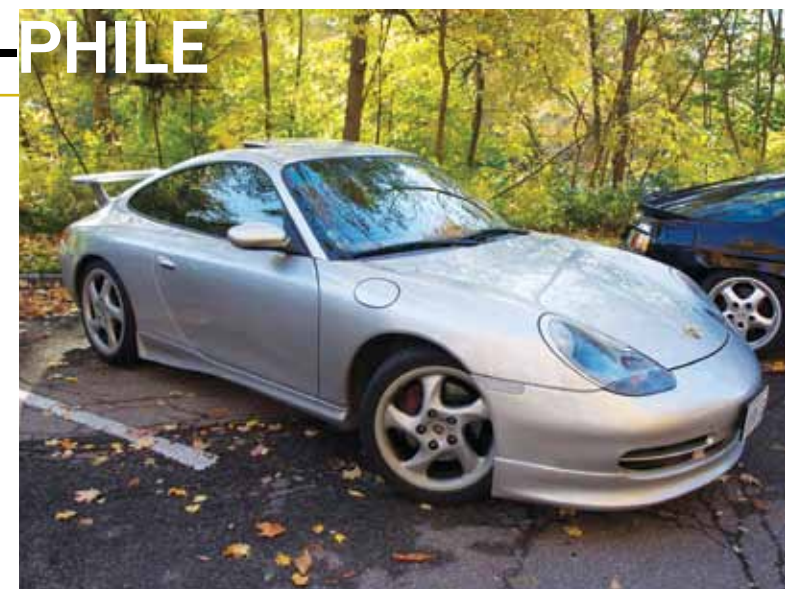
THE PORSCHE-PHILE

Doug Stark



Car: 1992 996 C2

By Doug Stark, UCR Member for six years



I can't recall when I first wanted a Porsche. I think it was while watching GT cars at Mosport in the late 70's and seeing 911's winning races against cars with more horsepower. I thought then as I do now; anyone who can engineer something so efficiently and do it so successfully has to be doing something right.

The first time I sat in a Porsche was in my future brother-in-law's '77 Porsche 911 Targa. The smell of the leather and the sound of the flat six 2.7L was intoxicating. A few years later I found myself being driven to my wedding in this very car and yes, the Porsche got me there on time!

I currently have a 996 that I have owned now for five years. I've done a few upgrades and the usual maintenance for a 996 and it's been a pretty reliable and enjoyable car.

My spouse and I have driven a 991S on Germany's autobahn system and if I were to live there, this is the model I would buy as the chassis is rock solid at speeds that would cost me a \$10K fine here in Ontario. Porsche engineers have managed to design a car that has a smooth ride with wonderful comfort and with the push of a sport button and your right foot you can transform this car into a 290kph adventure giving it a Dr. Jekyll and Mr. Hyde illusion.

In 2013 we went back to Germany and rented a 991S. We did our own touring around Germany and Austria and had a great time planning our route while discovering more routes away from the crowded autobahns,

up into the mountains of southern Germany and Austria.

As for taking my car out on the track, it's not something I do as my competitive side craves power slides over smooth and consistent lapping. For the last 28 years I've been a corner worker at Canadian Tire Motorsport Park (CTMP) aka Mosport, and in our little group—sarcasm is a blood sport! If I were to put one wheel wrong, I'd hear about it for months. As the outgoing Performance and Safety Director for Motorsports Marshaling Services (MMS), even two wheels off and I would have to shoot myself before facing my peers!

In closing, it doesn't matter which year or model of Porsche you own, what matters is that you enjoy the heck out of the Porsche you have. Around the track we have a saying, 'If you're not having fun, you're not trying hard enough.'

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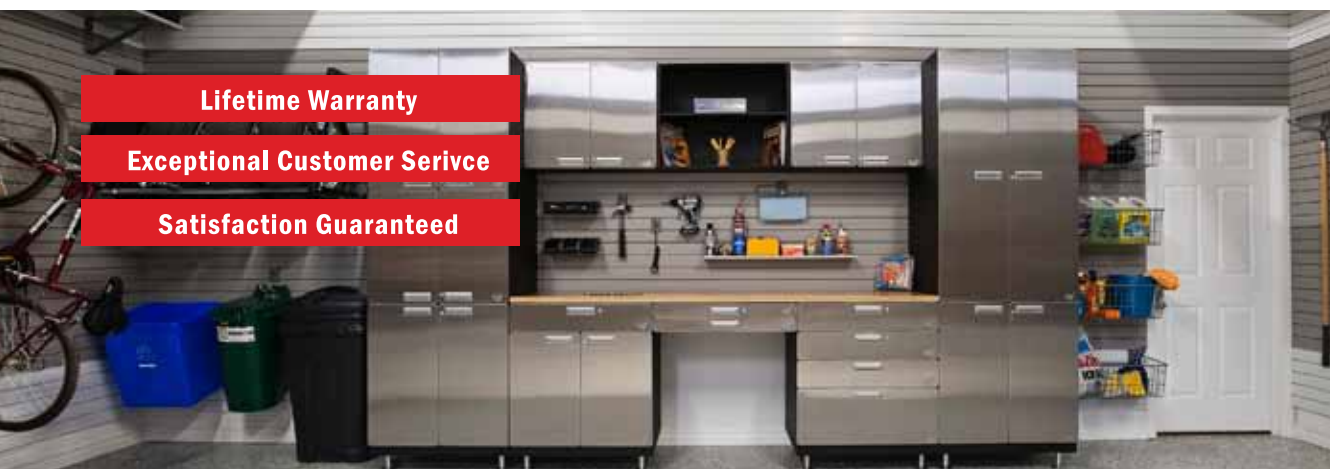
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OBJECTS OF DESIRE



By Emily Atkins, Provinz Editor



Photo by Brian Graham

A tall red and gold trophy sits on my coffee table, glinting a little in the weak January sunshine. Beside it rests a much smaller, less shiny plaque.

These are the fruits of my racing labours last summer; and each time I glance their way I'm reminded of good times, sunshine and friendly competition.

Car 17, my Martini-liveried 1982 911 SC, and I somehow managed to win the overall championship in the Vintage Automobile Racing Association of Canada's (VARAC) G-70 G class, along with first prize in the Toyo Tires contingency contest in the G-70 group overall. I say "somehow managed" because we achieved this feat without a single podium finish, all summer.

At first it seemed to me a little odd that a champion could be won this way, but then it was explained that the club set up the points system deliberately to reward participation.

And participate I did. From the first race weekend when I showed up at the track all alone with my new trailer and tow pig for the test day, right through to the penultimate race event at Mosport (CTMP), I was there and racing.

My car was unbelievably reliable; over the course of the summer we had two DNFs (did not finish), and one DNS (did not start).

The first DNF was when my splitter came loose at the entrance to turn 8 at Mosport, dragging on the track with an ungodly clatter that quickly forced me into the pits. Although it was early in the race, there was no way to get it back on or off quickly enough to return to the fray. By the time the rest of the team returned to our paddock spot, I was on the ground wrestling with the sheared off bolts.

The second DNF was a little more dramatic—and expensive—and ended my season. Just at the entrance to turn 5a the car quit running. It wouldn't re-start but I was able to coast up the hill and around the corner to the 5b run-off area where I rolled in behind the barriers and parked.

It's a great vantage point for watching the turn 5 action, but not really where you want to spend a race.

Unfortunately, that was the end of my racing season. I reprised my role as pit crew for my brother at the final race weekend of the season.

Ultimately we discovered that cylinders 1 and 4 had broken rings, and a minor overhaul was required.

Now it's back to the shop for some more work on the car—watch this space for details—before the 2015 season starts.

I doubt any subsequent racing season can match the thrill of the first one, with or without trophies. The learning curve, the excitement, and even the frustration all commingle into an intoxicating blend that I know I'll be chasing for years to come.

Yet every year will come with new challenges and—hopefully—highs. They call racing the slippery slope, and it is, but I think we're actually climbing up it!





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PERIPHERAL VISION



By John Adam, UCR Historian

In the middle of winter, with the wind howling, it's nice to dream about summer and Parade. A winter dream? Not really, it's soon time to book our events.

Panorama carries the registration details for Parade 2015. Remember, Parade registration can be completed online. Be ready. There is always a capacity limit. Anyway, it's planning time and we need to arrive at French Lick Resort in time for the events starting Sunday, June 21.

If you want to join us for any part of the fun, we would be happy to have you along for the ride. Put it on your new 2015 calendar.

The eastern edition of PCA Tech Tactics is to be held February 28 & March 1 in Easton, PA. It used to be a Zone 1 weekend in Connecticut. More technical and less social now. It's 700 km, southeast of Scranton and west of Newark. Great winter event for those who are technically inclined. This year's event will include a feature presentation by **Jens Walther**, President of Porsche Motorsports North America, on the "Andial Story" past and present. There will be a 918 present on a lift and the "inner secrets" of this super car will be exposed by the PCNA 918 expert **Andrew Lennon**.

A past contender is coming up May 21/24. A long weekend with Vancouver Island Region at Black Rock Resort in Ucluelet, BC. We had great fun with Vancouver Island Region for the past two years and their event sells out in a matter of a day. If you want to explore Vancouver Island, this is a great way to do it.

Canada's biggest sports car race of the year returns to CTMP (Mosport) July 9-12. Though nothing official at the moment, there should be a Porscheplatz, as usual.

When you stop and think about the benefits of belonging to the Porsche Club, you realize time after time that "it's not just the cars, it's the people". So often they come to your rescue when you need help. Many throw themselves into the effort of making the club truly worthwhile. On the other hand, some join, stay a while and then drop out – nothing here for them. They just didn't bother getting involved.

New people bring fresh ideas. Recycled old hands bring experience and stability. Which way is better? Your new board is on the job and we have some of each. We look forward to a great year.



944 CORNER

A DE lap in an N/A 944



By Darren deRoos, Provinz Assistant Editor

If you've been following this column, you know I drive an NA 944 and that I just went through the process of supercharging it. As of right now though I have yet to flog the current iteration of my car at one of our local DE events, so this article will talk about a lap in my stock, normally aspirated 944, which is truly an exercise in maintaining momentum, not always an easy task at our busy DE days.

Because I drive a 944, I tend to have a bit of an inferiority complex. It may be the constant jokes about water cooling, front engines or VW-Audi heritage. Sometimes though it makes it that much sweeter when I'm able to run up on, and sometimes over, one of my car's rear-engine brethren.

Here's a brief description of how a lap at Mosport (CTMP), feels to me. I am not an instructor yet.

Exiting the pits, it's important to check your mirrors, some cars can approach at terrific speeds out of turn one. The last thing I want to do is alter somebody's lap, especially if they are also in a lower powered car. Full throttle upshifts are a must, while respecting cold tires and cold brakes and depending on the time of day, a cold driver.

Turn 2 is frightening enough without adding variables, but cold tires means a delicate balance of brake and throttle to avoid getting into trouble. It's far less daunting with the current paved runoff than it was "back-in-the-day" with only grass to guide you to the tire wall, but it's still no fun to spin.

Up into turn 3 and now things are getting going. Moving over to the far left before turning in and "cresting" the apex while getting on the gas will hopefully carry enough speed to go full throttle on exit and use every last millimetre of track while clearing your throat and contemplating your upshift into fourth and the decision must soon be made.

Do I lift slightly into turn 4 or go full throttle? I have done turn 4 with my gas pedal mashed to the floor but over the years I keep telling myself that this is Driver's Education, not a race, and with age and experience, I usually lift off a quarter throttle until I see the bottom of four and then

mash the gas again going down the hill. This is one of my favourite places at Mosport and where I catch many faster cars. Just as I start to fly, now it's time to slow down.

Turn 5. HARD on the brakes as you start to head uphill. It's a blind right-hander and I like to keep fairly tight to the right and go straight up before drifting left and then the hard right for 5B.

If done correctly the amount of speed carried through this section can be huge and I have surprised many a faster car exiting 5B with them thinking I must have a turbo car. I may even get a point by!

I then retrieve my oar from the hatch and start to row my way up the back straight. All the while getting point bys resulting from my blistering pace through 5 and then people getting tired of pointing, thinking I've encountered some massive mechanical failure and they take off like a CF-18 on an aircraft carrier while I am still rowing my boat.

Time to wake up! Turn 8 is approaching, and that much faster car that got tired of pointing is now in my sights again. Because they had to brake at the 150-foot mark and I just tap the binders to set the nose, BAM! Back on the gas and I'm gaining again. It's time to set them up for turn 9 so I can graze their bumper into 10 and hopefully get the point by exiting onto the front straight and if the wind is just right, pass going downhill into turn one, or not.

It's the middle of winter, cut me some slack. I think I'm fast out there, but I'm really just having the best time possible in a 140-HP car. I'm sure there are faster ways around the track, and with our fantastic instructors in UCR I hope I will continue to learn them.

Happy Cornering!

Darren deRoos and RennBear
(my prize at the December social)



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