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



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winner for best overall
PCA regional magazine



JUNE 2015

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Please ensure you are logged in to the UCR site to read the minutes.

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Classified ads can be submitted through the website.

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Cover: Photo by Lesley
Wimbush, Automotive Art
& Photography. See story
on Page 22.



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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

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	Gran Turismo Architectural and Gastronomic 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

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

AUGUST

4	Tues	UCR Board Meeting
6-9	Thurs-Sun	Montebello, Quebec Fun Run
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
6	Sun	UCR Concours d'Elegance, Burlington (Rain date – Sun Sept 27)
8	Tues	UCR Social
12	Sat	Porsche of London Fall 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
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
4	Sun	UCR Autocross, Toronto Star
6	Tues	UCR Board Meeting
13	Tues	UCR Social
17-18	Sat-Sun	UCR Driver Education, CTMP Main Track
18	Sun	Fall Coastal Fun Run

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

Well, it really was a Shift into Spring on May 3rd. Having heard about snow flurries in Ontario while I was away on vacation, I was bracing myself for the cold when I arrived back the day before our Shift into Spring Open House. So what a delightful surprise it was to be driving there on a perfect spring day of 20+ degrees with the top down and what a pleasure it was to see the hundreds of smiling members and non-members enjoying the wonderful atmosphere of this major club event at 427 Auto Collision in Etobicoke. I was pleased to see that many of you were heeding the advice of our Event Chairs to sign up early for events and that new volunteers were coming forward and making it possible to add even more events for our upcoming busy season.

Congratulations and thanks to Kathleen Wong for taking the lead in making Open House such a resounding success, as if she didn't already have enough to do as UCR Vice President! She would be the first to say that it was due to the very capable team of Peter Helston, Peter Hoffman and Kye Wankum who looked after different aspects of the planning and organization. Indeed, our thanks to them, to our enthusiastic Event Chairs for promoting their events, to Angie and Mark Herring, who were busy all day talking with non-members and turning them into new members, to Matthew Lam and Harry Bhandal and our other helpers who made the whole event run so smoothly. Thanks also to our market vendors, our Goodie Store operator, Andy Hunt, and Porsche Cars Canada for their support. None of this would have been possible, though, without Lorenzo d'Alessandro hosting us at his first class 427 Auto Collision facility. Our thanks to Lorenzo and all his staff who made us welcome, answered our questions about collision repair and fired up the barbeque for us, the proceeds of which

our friends donated straight to the Children's Wish Foundation.

I'm confident that the maintenance and repair of our Porsches will remain in good hands well into the future, after meeting four of our UCR Scholarship winners from Centennial College's Automotive Service Technician Apprenticeship Program. I met them first at the College's Student Award Night in March when I invited them to attend a UCR board meeting. Along with their instructor, Professor Tom Brown, (long time Porsche Club member) I was delighted to introduce them to board members at our May meeting and ask them about their work, aspirations and goals. It was clear that they not only have the passion for Porsche, but also the ability and work ethic to back it up. They all loved working on Porsches, relishing the challenges of early models as well as the latest high tech models.

These impressive young men are all indentured at UCR Tech Centres – Matthew Audit (J B Hunter Motorsports), Glenn Litinsky (G-Tek Auto), Raul Spencer (Pfaff Porsche) and Phil Wilkins (AutoSelect). So congratulations to those UCR Tech Centres for their role in their apprentices' achievement and to Centennial College in driving their academic excellence. As Tom Brown reminded us, "the cream always rises to the top", Our winners expressed their gratitude for their awards, all stating that they would be used for the purchase of tools. As you may or may not know, automotive technicians have to buy their own tools, which creates a significant and ongoing expense for them as new and higher tech tools are introduced. We're just glad we can be of some help to the next generation as it learns how to maintain and repair our Porsches.

Keep your eyes up and drive safely
Mike Bryan



UPDATED

Porsche Club Photography

[michaelacoates.com / porscheclub](http://michaelacoates.com/porscheclub)

by michael a. coates
PCA/UCR club photographer
905.592.1962

Welcome!

NEW MEMBERS



Name	Location	Model	Thanks To
Scot Adams	Oakville	12-911 TS	Mantis Racing
Roberto Alvarado	Concord	04-911	
David Anderson	Port Perry	98-911	
Aaron & Nicole Arseneault	Oakville	77-911 S	Mantis Racing
Darlene Barber	Hamilton	09-911 C4S	Porsche of London
Gary Beth	Lindsay	83-944	
Susan Bowie	St. Thomas	15-Macan S	
Felipe Campusano	London	15-Macan T	Porsche of London
Jackson Chu	Markham	07-Boxster	Porsche of London
Antonio de Carvalho	Etobicoke	96-911 T	
Nelson DosSantos	Grimsby	07-911	
Chad Dugan	Caledon	97-911 T	Porsche of London
Mike Elachkar	Windsor	12-Cayenne	
Chris & Angela Evans	Kingston	15-Macan S	
Bruno Foraz	Toronto	73-914	Porsche of London
Kenneth Gascoigne	South Woodslee	15-Cayenne	
Eric Gordon	Cedar Valley	11-911 GTS	
Riobert Gough	Blainville	89-944 T	Porsche of London
Vanja Grubac	Oakville	14-Boxster	
Dave Hitchin	Markham	04-911 T	
Susan & Donald Hood	London	15-Macan S	Porsche of London
Susan Huang	London	15-Macan S	Porsche of London
Phil Hudson	Waterloo	00-911 C4S Millenium	Porsche of London
Jean-Claude Lalumiere	Oakville	13-911	
Patrick Lamb	Oakville	14-911	
Ted Lampman	Mississauga	15-Cayman	Porsche of London
Kevin Levi	Toronto	03-911 T	
Mario Lucia	Woodbridge	06-911 C4S	
Andrejs Ludzeneks	Etobicoke	88-944 S	Porsche of London
Dan & Brian McGuire	Ancaster	99-Boxster	
Duncan McIntosh	Burlington	90-944 S2	
Campbell McPhee	London	15-Boxster	Porsche of London
Shaun Mounstevan	Carrying Place	00-Boxster	Porsche of London
Allen & Luke Murphy	Kleinburg	06-911 C4S	
Nyla Pejhan	Toronto	13-Cayenne GTS	
Colin & Craig Penfold	Milton	10-Boxster S	Ernst Jules
Harold & Marion Peters	Frankford	90-944 S2	
Jamie Richter	Ancaster	79-911 SC	
Mike Robins	Niagara Falls	05-Boxster S	Porsche of London
Markus Rotterdam	Mississauga	14-Cayman	
Dave Sibbitt	Paris	99-911	
Egon Szenttamasy	Mississauga	07-Cayman	Porsche of London
Michael Szorenyi	Putnam	10-911 GT3 RS	Porsche of London
John Teixeira	Cambridge	11-Panamera	Porsche of London
Susan Telford	Kincardine	15-Cayenne	Porsche of London
Michael Toivonen	London	15-Macan S	Porsche of London
Jim Trethewey	Waterloo	07-Boxster S	Ernst Jules
Joe & Mike Trigiani	Mississauga	88-911	

Name	Location	Model	Thanks To
Sherry Vanstone	Campbellville	08-911	Botho von Bose
Mike & Linda Wendelaar	Ancaster	98-911	
Laird White	Toronto	03-911 C4S	Mantis Racing
Todd & Silvia Wilson	Dundas	06-911	
Gerard Woloviec	Scarborough	96-911 C4S	
Daniel Wong	Oakville	14-Boxster S	

Congrats!

ANNIVERSARIES

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

30 YEARS

Michael Hersey

25 YEARS

Peter & Ursula Balzer

20 YEARS

Dieter & Judi Maier

15 YEARS

Tomiko & Walter Murk
James & Nicole Spencer
Lorie Wright

5 YEARS

Brent Byers
Steve Carpenter

Adam Evans
Michael Feltham & Leslie
Fairbanks
Tony Frost
Jeffrey Louis & Debbie Ooi
John Monsma
Brent Muir & Judith Fortuna
Allen & Lynn Orth
Garry & Celine Overmeyer
Tomy Poon & Maggie Yuen

James Radmelick
Rolf & Christa Schmid
Joeie Tsang & Linda Fok
Ken Wong & Linda Chan





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THE WAY WE WERE...

25 Years Ago

Kye Wankum graduated from our Introductory Driver's School. A sad note covered the passing of old friend **Brian Hardacre**. Parade was in Monterey, CA. DE events were single days and cost \$75. It seems that a track dog ate the gourmet lunch of **Botho von Bose** at one of the early events. **Bruce Farrow** formalized a track operations group with names assigned to specific positions. The Rothmans-Porsche Turbo Cup race series showed a list of seven races, including a 24-hour race at Mosport. **Bruce Farrow** was selling a lot of parts.

20 Years Ago

A DE weekend was \$195. Shift Into Spring was huge and included a Harley Davidson fashion show. **Karl Thompson** was a "DE track virgin", later to become a racing entrepreneur. **Super Dave Osborne** wrote about fuel injector cleaning at **Rupert Bramall's** shop. I remember having that done too. Parade was in Portland, OR. **Mike Tamblyn** went on about consistency while on track.

15 Years Ago

I was reminded that my old friend **Colin Black** is now a 30-year member and **Geoff McCord** is a 40-year member. **Geoff** was our first club president. **Jim Kenzie** was speaker at our monthly Social. Driver Ed Weekends were \$220. Parade was in Sacramento, CA. Fun Runs were a big deal. **Andy Wright** went on about Left Lane Loonies on his way from Florida in an RV. Le Circuit Mont Tremblant was closed for renovations all season. **David Langton** completed a two-part article on his Daytona Rolex 24-hour race weekend visit. **Joel Reiser** had an entry in the race. Various members attended back in those days. **John Van Atter** was promoting a September wine event. **Lindsay Gillespie** wrote an engaging article about his past personal Porsches. We should have more of those.

Contributed by John Adam, UCR Historian



Summertime is Rally Time!

By Sajjad Butt, UCR Rally Master

On Saturday, July 25, UCR will be holding its 2015 Rally. This year's Rally will be a wonderful driving experience mixed with navigational challenges on some of the finest roads in southern Ontario.

Our route will take us northwest of Toronto, where you will enjoy spectacular scenic roads through Peel Region, Halton Hills, the Forks of the Credit and the Milton area. There will be many twists and turns and elevation changes along the way, as well as a few pit stops and opportunities for socializing.

For those who have never been on a rally before, rallies combine friendly competitive camaraderie and a few hours of driving on public roads, at posted speed limits. The route is to be completed in an amount of time closest to the target time, which was determined by obeying all traffic rules. Throughout the rally, checkpoints are used to track each vehicle's progress. The first checkpoint is used as a control to verify odometer accuracy. After the rally and lunch, prizes are awarded to the top 3 teams. Winners are not the fastest teams; they are instead teams that follow the directions and arrive at the correct time.

All you need are the four 'C's: a Co-driver (navigator), Calculator, Clipboard and a Crayon (a pencil or pen will do

too!). And for those who are really competitive, a cellphone or a stopwatch would be useful to keep track of your time.

We'll meet on Saturday, July 25th at 8:30am for check-in and a rally briefing for all drivers and navigators. Coffee and donuts will be available at the rally start location, Bakhtar Kabab Restaurant, located at 5925 Tomken Road, Unit #1 (entrance to the restaurant is located on the south side of Britannia Road, east of Tomken Rd). By 9am, drivers will be lined up at the start, and will be sent off in one minute intervals with a sheet of rally instructions.

Please register by July 10, 2015. There will be lots of trophies, prizes and ample time to socialize with fellow Porsche aficionados. The price per car is \$55, including lunch for two. Any Porsche is welcome!

We look forward to seeing you and your cars!

DATE AND TIME: Saturday, July 25 at 8:30am
STARTING PLACE: Bakhtar Kabab Restaurant
5925 Tomken Road, Unit 1, Mississauga, ON L4W 4L8
COST: \$55 per car, including lunch for two

For further information and to register, please email Sadia Butt at sadia.butt@utoronto.ca, or call at: 905 567 8466.



2015 UCR Rally On July 25th



Here is a wonderful reason to celebrate Summer
"Just Because" for only \$55 per car including a delicious lunch
by heading into Ontario's scenic roads for a leisurely drive.



You'll only need a co-pilot to give you
"turn right" and "turn left" directions.



For more information and registration
please contact sadia.butt@utoronto.ca





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, June 9, 2015, 6:30pm-9:00pm

Venue: Downtown Porsche, 68 Parliament St, Toronto, ON M5A 0B2, (416) 603-9988, www.downtown.porschedealer.com

Downtown Porsche is celebrating an evening for UCR members at their beautiful showroom in downtown Toronto. Downtown Porsche will be once again providing a German BBQ for what promises to be a wonderful evening. Come see the latest cars and speak to the Porsche Brand Ambassadors about anything Porsche. All UCR members will receive a 10% discount on parts and merchandise by showing their UCR membership card. Enjoy an evening compliments of Downtown Porsche.

RSVP to: socials@pcaucr.org



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

Venue: Donalda Club, 12 Bushbury Drive, Toronto, M3A 2Z7, 416-447-5575 www.donaldaclub.ca

Please note that the Donalda Club will be preparing a casual buffet/food station/passed appetizer menu for this evening with a price of \$25 plus tax and tip. All attendees will be required to purchase a meal. Beverages of your choice will also be available. Purchases can be made with cash, VISA or MasterCard.

Speaker: We are happy to announce that Laurance Yap and John Pera, of Pfaff Pre-Owned, will be our guest speakers for this evening. Many of you will remember Laurance, a passionate Porsche enthusiast, from his days at the Toronto Star and then at Porsche Cars Canada. Laurance will bring us up to date on his current role with Pfaff and what may lie ahead in the future. John Pera, the general manager of Pfaff Pre-Owned will talk about the escalating prices for certain Porsche models and what trends might continue in the future.

RSVP: Please let us know at: socials@pcaucr.org if you will be attending this event. Our inaugural event in April at this venue was well attended. We expect a full house will come out to enjoy free, secure parking for their Porsches. Many guests will enjoy walking around the beautifully landscaped country club setting in the heart of North Toronto. We are limited to the number of guests that can be seated in the room for dinner and for our guest speakers, so please RSVP early.



MAY SOCIAL

By Neil Dowdell UCR Member and Laurel Ward, UCR Socials Co-Chair pictures by Michael Coates



L-R: Martin Tekela, Laurel Ward, Billy Smilvosky, Mike Bryan

If you are a car nut; and in varying degrees isn't every Porsche owner? Then Engineered Automotive was the place to be for our Tuesday night May Social.

EA's facility is large, pristine and every station is organized with utmost precision. EA's entire layout is divided into an 8000 sq.ft bodyshop, 1500 sq.ft. dyno room, a showroom packed with "toys" of every make, an upholstery room and of course a large repair facility. All of the cars are customer-owned and are either being stored or being repaired/modified.

Among the delectable was a large assortment of 911s including several GT3s and a lovely red 959 in for rear axle repairs. Tucked into a far corner was a totally stripped 356 cabriolet that looked like it had just come out of the paint shop at the factory and was now ready to reassemble into a "new" 356.

Quite a few Ferrari 360's along with an early Ferrari 400 and a fabulous Ferrari 250 Pininfarina Coupe that

was a barn find in Italy two years ago and is now restored. An immaculate Jaguar XK120 and a Packard Clipper convertible in cream yellow stood out as fine 1950's examples. Altogether a lovely group of cars for a group of car nuts!

A huge thank you to Billy and Maureen Smilvosky, owners of Engineered Automotive and to Dan Pye, General Manager, for their generous hospitality in hosting our Social at their facility. This was a wonderful opportunity to share calendars, events and swamp stories with fellow UCR Members. With almost 90 members and their guests coming out for the Social, we had record attendance yet again!

We had several New Members attend their first UCR Social. Welcome to Gabriella Eustace, Oliver Collins, Sean McKoy and Nick Nicolaou. We look forward to seeing you at another Club event soon!

Until next month!



TECH SESSION

Full of holes!

By Pedro Bonilla, GCR-PCA



Big cross-drilled brake rotors which fill the inside space of the wheels look sexy and racy, but are they the best option?

Let's take a look back to the first cross-drilled rotors and why they were left full of holes.

Back in the 60s, when the first disc brakes started appearing on production vehicles and therefore on race cars, it was quickly discovered that when the brakes

Engineers soon realized that if they cross-drilled the rotors and even better, if they vented the rotors and then cross-drilled them, the gasses would immediately have a route to escape and the brakes would feel strong and progressive from the onset. Thus the use of cross-drilling on racecars began.

Since in those days it was "Win on Sunday & Sell on Monday" these cross-drilled rotors began to appear on sports and high performance cars as well. Very soon it became the norm for a sports car to have cross-drilled disc brakes and this created the idea that cross-drilled rotors offer increased braking performance.

Today, with advances in metallurgy (rotors) and materials science (pads) there is no need for cross-drilled rotors anymore, but we keep seeing them in our Porsches, Lamborghinis and Ferraris. Why? Because car buyers think they look cool.

You're thinking: "That can't be, Pedro has lost his marbles", but I can assure you that's the case.

Take a good look at any serious professional racecar today. I bet you won't see any cross-drilled rotors and that's because they create more problems than

were applied forcefully (as in a racecar) the brake pad material would sublime (go directly from solid to gas).

This would create a cushion of gas between the rotor and the pad that gave a brief loss of brakes before the pads grabbed again.

they solve.

What all those holes do in a rotor is create stress points and a rotor surface that's heated and cooled unevenly. This results in rotors that can easily crack and makes catastrophic brake failure more likely. The worst



case is when cracks between multiple holes connect, which can lead to a large chunk of rotor breaking free. Not a pretty sight.

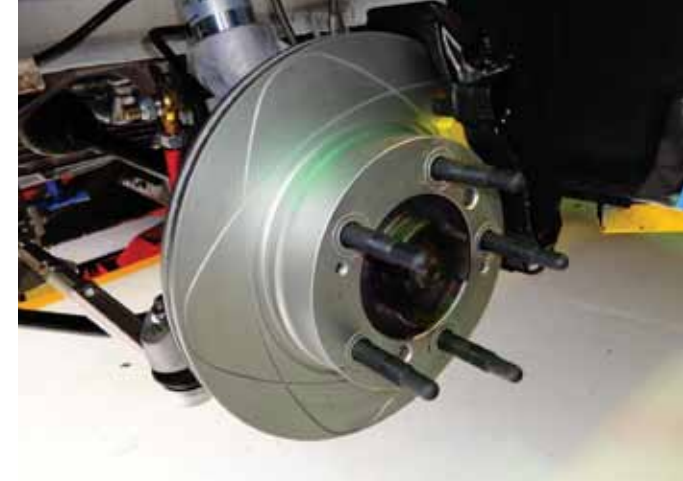
Technically, a blank rotor will offer the best braking performance because the brake pads of today don't sublime like in the old days.

But, when running in the rain, the water on the pad's or rotor's surface will turn to vapor as soon as the two surfaces meet, having the same effect as the old sublimation, so what you will see in most top-notch racecars today are slotted rotors.

Slotting serves the same purpose as cross-drilling (letting gasses escape) without weakening the rotor as much.

If you track your car and have cross-drilled rotors, go and look at them closely and I bet you you'll find some surface stress fractures.

And the next time you're at the track and



a car comes into the paddock from doing hot laps with cross-drilled rotors, go and put your ear next to one of the front wheels and you'll likely hear metallic pings, clicks and pops as the rotor's surface cools unevenly.

What you are hearing is in essence cracks forming!

Cross-drilled rotors may look cool, but they're not the best option because...they're full of holes!

To learn more about brakes and more please visit my website at: www.PedrosGarage.com.

Happy Porsche'ing,
Pedro



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Tech Editor's Note: If you have wondered why there are holes in the brake discs on our Porsches, this article from our friend Pedro Bonilla provides the answer. But, are those holes really necessary? Read on to find out, and 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.



2015 Fun Runs & Tours



Photo by Michelle Gamauf

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

For 2015, we now have 14 Fun Runs & Tours on the calendar; no Rambles (yet). At publication, there were only 3 open events. To book an event or get on a waitlist, please contact the relevant host noted in the table below.

Fun Runs are so popular, we need more hosts! Would you consider being a host and sharing some of your favourite roads? If you're wondering what's involved, or you're ready to pick a date, please let us know. We'd be happy to answer all your questions and help to get your event on the road!
Hazel de Burgh (hazel.deburgh@gmail.com) or David Forbes (david.forbes@rbc.com).

	DATES	NAME OF EVENT	DESTINATION	STATUS	HOST NAME(S)	HOST EMAIL
1	May 2	Muskoka Spring Fun Run	Muskokas	DONE	David & Anne Forbes	david.forbes@rbc.com
2	May 23-24	36 Hour Tour	Williamsport, PA	DONE	Jason Figueiredo & Matteo Bavaro	jasonfig993@gmail.com
3	May 30	Porsche of London Spring Fun Run	Grand Bend	DONE	Mike Salter	mike@porschelondon.com
4	June 5-7	Grand Turismo Tour	Pittsburgh, PA	WAITLISTED	Jason Figueiredo	jasonfig993@gmail.com
5	June 20	Bear Manor Niagara Escarpment Poker Fun Run	Grimsby	WAITLISTED	Vaughn Warrington	vwarrington@worldsourcecurities.net
6	July 4	Grand Niagara-on-the-Lake Fun Run	Niagara-on-the-Lake	WAITLISTED	Guenter Gamauf	guenterg@rogers.com
7	July 26	Ancaster Fun Run	Ancaster & Dundas	WAITLISTED	Neil Dowdell	neildowdell@hotmail.com
8	Aug. 6-9	Montebello Quebec Tour	Montebello, Tremblant & Hudson	WAITLISTED	Mike Blinn & Rick Zuccato	rjzuccato@gmail.com
9	Aug. 8	Skyway Summer Fun Run	Ancaster & Dundas	WAITLISTED	Jeremy Gunness & Tom Lussman	jeremy.gunness@itechnica.com cogito1970@hotmail.com
10	Aug. 22	Blue Mountains Fun Run	Town of the Blue Mountains	WAITLISTED	Hazel de Burgh & Don Lewtas	hazel.deburgh@gmail.com
11	Sept. 12	Porsche of London Fall Fun Run	tbc		Mike Salter	mike@porschelondon.com
12	Sept. 26	Hearth Place Fun Run & Car Show	Fenelon Falls		David & Anne Forbes	david.forbes@rbc.com
13	Oct.3	Muskoka Fall Fun Run	Muskokas	WAITLISTED	David & Anne Forbes	david.forbes@rbc.com
14	Oct.18	Fall Coastal Fun Run	Prince Edward County		Randy Gananathan	rdgananathan@gmail.com

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. 6-car limit.

Saturday, June 20: Bear Manor Niagara Escarpment Poker Fun Run **WAITLISTED**
The 5th Annual Bear Manor Poker Fun Run along the Niagara Escarpment continues 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**
This year's Grand-NOTL 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 driver's roads. There will be a stop for lunch and our route will include a cruise along Lake Ontario, through Niagara-on-the-Lake and along the Niagara Parkway.

Sunday, July 26: Ancaster Fun Run **WAITLISTED**
Starting at 11am and going for approximately 2 hours, the route will take us through the outskirts of Dundas and Ancaster, and west as far as Brantford. Exploring the back country, we'll experience many winding roads, elevation changes, farm country and a bit of in-town driving before arriving at a restaurant for food and libation. Limit is 18 P-Cars of any type and age!

Saturday, August 8: Skyway Summer Fun Run **WAITLISTED**
The inaugural Skyway Summer Fun Run will start in picturesque Burlington and will explore the twisty back roads of Dundas and Ancaster. Two groups will follow a fun route that will make a stop for lunch and end the day with a reception at a local restaurant. It will be a day of fun driving and a great opportunity to connect with old friends and meet new ones.

Weekend of August 6 - 9: Montebello Quebec Tour **WAITLISTED**
This year, we'll have 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 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. On our final day, we'll head back through the Quebec countryside on our way home.

Saturday, August 22: Blue Mountains Fun Run **WAITLISTED**
The theme of the 6th Annual Fun Run hosted by Hazel de Burgh and Don Lewtas 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 *****OPEN*****
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 *****OPEN*****
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 more UCR camaraderie and a Car Show for cancer patients and their families.

Saturday, October 3: Muskoka Fall Colours Fun Run **WAITLISTED**
For the 7th annual Muskoka Fall Colours Fun Run, we'll 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 Lakes 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.

Sunday, October 18: Fall Coastal Fun Run *****NEW EVENT*****
This new event will explore the picturesque north shore of Lake Ontario from Newcastle to Prince Edward County. We'll follow curvy, tree-lined and canopied country roads: an Autumn paradise full of colour! We'll stop for a hearty harvest lunch. Your options after lunch are to stay with the group and drive back past the northern shore of Rice Lake, or to break away and explore photogenic Prince Edward County on your own.

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PACEMOTORSPORT

2015 PCA-UCR Open House

Shift into
Spring
kicks off
a great
season



By Kathleen Wong, UCR Vice President. Photos by Kathleen Wong & Michael A. Coates



(volunteer) helped Ben at the booth and distributed 918 Spyder posters and 144-pager Porsche books titled "Mission 2014. Our Return" to visitors. The book talked about Porsche's return to top-level racing in 2014, especially for the LMP1 class of the FIA World Endurance Championship. Other vendors who participated at the Open House included: Armchair Motorists (automotive books), Dent Doctor, Mantis Racing, Maurice Bramhall & Associates (car appraisals), Hagerty Canada (Stoneridge Insurance Brokers) and Ultimate Transportation (automotive accessories). Thanks to Peter Helston, who did an excellent job recruiting vendors for the Open House.

4 27 Auto Collision, a Porsche Certified Collision Centre, was our gracious host for our 2015 Open House on Sunday May 3rd. With 79,000 sq. ft. of indoor space at Kipling and Evans in Toronto. It was an excellent venue for our Open House because we were able to set up vendors' displays, parts swap, event chairs' booths, Show 'n Shine contest, all under one roof. We had another record attendance of 300+ members and guests at the event.

Matthew Lam (volunteer) and I arrived at the facility at 7:30am where the D'Alessandro brothers (Lorenzo, Frank and John) were already preparing for the event. Between 8:00am and 9:30am, vendors, parts swap members, event chairs and volunteers arrived at the facility to set up their displays. The off-duty police officer arrived at 9:30am and helped direct members to park their Porsches at the rear parking lot of 427 Auto Collision.

Ben Badenoch of Porsche Cars Canada brought a Boxster GTS to display at the Open House. Harry Bhandal



Kye Wankum did a fantastic job organizing this year's Parts Swap and managed to recruit about 10 swap participants. Sellers and visitors were able to browse through a good selection of Porsche parts and accessories, and found new homes for some they were selling or scored

continued on page 18...



...continued from page 17.

that elusive little part they were missing. This was like a treasure hunt that began even before the doors to the event were officially open!

Event chairs who participated at the Open House included: Angie and Mark Herring (Club Membership), John and Rosemary Adam (Advanced Drivers' Education), Geoff Sheffrin on behalf of Mario Mareello (Autocross), Mick Oliveira (Club Race), Neil Dowdell (Club Race Grid Captain), Steven Revoy (Driven to Smile), David Forbes (Fun Run), Sajjad Butt and his wife Gulzar (Rally), Martin Tekela (Socials) and Hazel

de Burgh (Street Survival School/Fun Runs/Tours). Our UCR goodie store, which is run by Andy Hunt, displayed a great selection of UCR merchandise. Hazel was successful in marketing Fun Runs and recruited a couple of new Fun Runs hosts.

Angie and Mark worked tirelessly at the membership desk and signed up quite a few new members. In fact, PCA announced in early May that UCR had a tremendous growth in membership and we secured the title of the largest region (based on the number of primary members) among 143 regions in North America! On

April 30, 2015, UCR had 2,376 primary members (3,562 members including affiliated members).

The Show 'n Shine contest attracted 14 participants (Figure 1) with various Porsche models from 1969 to 2015. Peter Hoffman was very well-organized and squeezed 14 beautiful Porsches into the designated indoor area. Peter managed to obtain over 100 ballots for the cars in the contest and our members picked the two oldest Porsche models as their favorites.

The winner of the contest was David Tipton's 1974 914. He won a pair of tickets to Victoria Day SpeedFest at CTMP (aka Mosport) on May 15th to 17th. David Tipton and his wife Carrie also became UCR members at the Open House. The second

place was just behind the winner by one vote and it was John Filipopoulos' 1969 911E; he won a \$50 UCR Goodie Store gift certificate. We also had two rare Porsche cars in the contest and they were: 1) Peter Carroll's 1981 930 Turbo, which was rumored to be one of the most expensive 930 Turbos ever-built in Toronto, built by veteran Porsche Specialist Jay Lloyds; and 2) Hubert Lee's 1986 Kremer K2 street version was claimed to be converted originally by Kremer Racing in Germany based on a 1986 930 Turbo, using RSR parts and components.

At 11:30am, the catering staff (hired by 427 Auto Collision) fired up the barbecue and supplied a fantastic lunch feast with gourmet beef and chicken burgers, hot dogs, pasta and salad. Nick D'Alessandro (the son of Lorenzo) assisted us in selling raffle tickets at minimum \$5 each to our members and guests, with all proceeds going to the Children's Wish Foundation. The ticket holders were entitled to the gourmet BBQ lunch and a chance to win \$50 UCR Goodie Store gift certificates. We raised over \$2,000 for the Children's Wish Foundation. At 1:30pm, we did the prize draw and gave out \$50 UCR Goodie Store gift certificates to 10 lucky winners.



The Open House finished at about 3:00pm. It was a long day for me and all the volunteers but it was a great way to give back to our members.

I would like to thank the D'Alessandro family for hosting our Open House second year in a row and serving us a delicious BBQ lunch. Our success at PCA-UCR 2015 Open House was supported by a group of dedicated volunteers. I would like to thank our 2015 Open House Team: Mark Solomon (consultant), Peter Helston (vendors' recruitment), Peter Hoffman (Show 'n Shine), Kye Wankum (Parts Swap), Harry Bhandal (volunteer) and Matthew Lam (volunteer).



Figure 1:
Results of the PCA-UCR 2015 Open House – Show 'N Shine Contest

Year	Model	Participant	Winners
1	1969	911E	John Filipopoulos
2	1974	914	David Tipton
3	1981	930 Turbo	Peter Carroll
4	1986	Kremer 935	Hubert Lee
5	1986	951	Doug Dykaar
6	1987	911	Roy Singh
7	1990	964	Branko Suzic
8	1995	993	Jason Figueiredo
9	2004	911 GT3	Preston Dokuchie
10	2005	Turbo S	Roy Tam
11	2007	987 Boxster	Ted Youngs
12	2009	997.2 Targa 4S	Peter Hoffman
13	2012	Turbo S	Walter Murray
14	2015	Macan S	Matthew Lam

Source: Peter Hoffman



Muskoka Spring Fun Run



Story by David Forbes, UCR Fun Run Co-Chair. Photos by Jeanne Krent

Our Spring Fun Run could not have been more perfect!

We started out at 10:00 am in front of the Main Street Deli in Bracebridge. The owners Paul and Jovan treated us to complimentary coffee and pastries.

It was a beautiful sunny spring day, and 30 gorgeous Porsches set out to navigate Muskoka's breathtaking beauty.

We were on the road for a total of three hours, the first leg heading east along Hwy 118 towards Carnarvon. In two groups, the line of Porsches was a sight to behold as we travelled along enjoying the early foliage and the

spectacular Muskoka Lakes. Heading north along Hwy 35, we then turned west towards Huntsville the past home of the G8 Summit.

Winding roads and spectacular early spring colours set against numerous Muskoka lakes enhanced our Porsche experience.

We arrived at Rosseau for lunch at a wonderful little restaurant "Crossroads" at 1:00 pm, and were able to sit in small groups and enjoy a delicious lunch with many wonderful choices from a fantastic buffet. We enjoyed the view of Lake Rosseau, and beautiful Spring weather permitted our group to lunch outdoors and soak up the sunshine.



We continued our journey to Bracebridge along the back roads, winding our way back to the Saw Dust City Brewery in Gravenhurst.

What could be better than an amazing group of Porsche lovers on a spectacular sunny Spring day navigating the beauty of the Muskokas, driving the cars they love, enjoying every moment of the experience and each other's company?

Encore? Perhaps, another Fun Run in the Fall, hosted by Anne and myself.



Prepping for the GT3 Cup season



Green and Fidani driving for Pfaff

By Eshel Zweig, *Provinz* Contributing Photographer

It was a busy few weeks for Pfaff Motorsports as they geared up for its first race weekend at Canadian Tire Motorsport Park from May 15-17. The team, competing in the Ultra 94 Porsche GT3 Cup Challenge Canada by Michelin, this year features a two-car entry, driven Chris Green in the Platinum class and Orey Fidani competing in the Gold class.

At a launch event to kick off the 2015 season at the Pfaff Tuning/McLaren Toronto facility, over 100 enthusiasts and fans met the players. Green and Fidani introduced the rest of the team and announced

a partnership with McLaren K-Pax racing, whose two entries in the Pirelli World Challenge would be carrying Pfaff and McLaren Toronto branding for the weekend.

Joining Pfaff Motorsports in 2015, Orey Fidani will drive the #13 Pfaff-Orlando Motorsports Porsche GT3 Cup in the Gold Class. Orey grew up fascinated by race cars, custom cars, and hot rods; a fascination for tuning cars and a need for speed led Orey to open his own auto shop, where he built his first dragster.

After a succession of driving schools and track days around North America, he spent a year building his skills by open-lapping street cars and then a season in regional racing; in 2014, he raced in the GT1 Sprints and took home the championship in his first year.

Returning for a third season with Pfaff Motorsports, Chris Green will once again be driving the #9 Pfaff-Castrol Motorsports Porsche GT3 Cup in the Platinum Class. With a career spanning 21 years, Chris started racing karts at the age of nine in his home province of Quebec. In the 24 races Chris has contested in the GT3 Cup Challenge, he has won 11 times, and has racked up 21 podium finishes, 19 pole positions and numerous fastest race laps.

Before joining Pfaff Motorsports, Chris Green's Race Engineer, Joe La Joie, was an

owner-consultant specializing in race operations and engineering in a diverse range of racing series. Orey Fidani's Race Engineer, Andrew Marangoni, is an automotive mechanical design engineer by trade who spends his free time wrenching on his hot hatch and '68 Chevrolet.

These racecars must be viewed up close to appreciate the countless hours of hard work that went into their preparation and design.

After speaking to the drivers and the team, I'm pretty sure you will see these cars on the podium on a regular basis, most likely the top step!



Ron Fellows and Chris Green



Chris Green took first, followed by Marco Cireon (left) and Daniel Morad (right).

Care and feeding of your German Classic

Happy Fathers' Day

Story and photos by Ian Brueggemann, UCR Member

Almost all of us as PCA Members have the pleasure of owning a classic German automobile, more specifically a Porsche. I personally have owned a 1977 911S since 1998.

Many fewer of us have had the good fortune of more than one German classic in our life. For me it is my 96-year-old father—Eric Otto Brueggemann, from Madeburg Germany.

This article was written with the great memories of our recent trip (September 2014) to Bad Krotzingen German, a little Spa town just south of Freiburg, fresh in my mind. During and after this trip I was taken aback by the countless complements we got as a travel team, from both Canadians and the Germans alike.

It made me think about what has kept my dad in such good shape, both mentally and physically. Traveling eight hours on a plane and then a 2.5 hour train from Frankfurt to Freiburg followed by a 20-minute local train to Bad Krotzingen is a tough enough haul for the seasoned traveller, let alone an nonagenarian!

After observing him on this trip and being his son for 51 years, I think I have figured out the secrets to his long life and vitality. What I found to be funny was that the same program can help you, the Classic Porsche owner keep your cars as fresh and ready as my dad. So pull out your pens and iPads and take notes, here are the secrets of lange Lebensdauer as applied to my 911 and my dad!



"Mit Zahne, bitte"



'77 911S

Eric Brueggemann

Porsche:

The Paint:

Colour (Sienna). Car cover 275+ days a year Wax, once a year

The Carpet:

Orange Shag – shampoo and vacuum once a year

The Engine:

2.7L takes Mobile 1 Motor Oil in the summer, 11.5 litres worth. Regular bi-annual check-ups Making sure the hoses are all in good shape and that the spark plugs still spark. Mine has 194,000kms on her with a rebuild at 105,000.

Dad:

A new suit for the trip from Brown's "A Short Man's World, Because it Fits!!" OK, perhaps not everything works for my dad

Regular haircuts and a simple comb does the job

His heart, based on 72 beats a minute has logged 3,519,417,600 beats and still ticking! That is equal to 203 hours at 3,000 RPM on the Porsche! Good food cooked by my mom for 54 years, some cod liver oil as a child and "X" number of litres of quality German beer over the years. All have added up to living a healthy and happy life.

continued on page 27...



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Eric and Ian at the Porsche Museum.

...continued from page 25.

Porsche:

Dad:

Exercise:

Your Porsche needs exercise. Track days or Sunday drives, it appreciates the time that you spend with it. I have raced around the Rockies with her and driven enough Mosport and Watkins Glen DE events to know that she may be old but she has the heart of a teenager!

Dad participated in “TurnFests” in the 20’s as a youth. Later on in Canada he loved cross-country skiing in the winter and heading to Sauble Beach for a swim in the summer. I like to think that having kids later in life also contributed to his youthfulness. Chasing me in the house as a kid with a wooden spoon must have helped strengthen his heart!

Lubrication:

Many of the old control arms and door hinges still need regular greasing. Gas shocks for the hood and engine lid often lose pressure and need maintenance or recharging.

I identified the secret ingredient on this holiday that has lead my Dad to having great joints – “Mit Zahne bitte” — with whip cream, please! From coffee in the morning to soup at lunch and cake at least three times a day, the lubricate of German Konditorei’s was a part of every meal.

Old Friends:

There is a close relationship with your car but more importantly there is a great camaraderie with your fellow UCR members. Friendships based on the love of a car brand have endured for decades and continue with new and younger members creating friendships with members 30, 40 and 50 years older.

Dad has managed to outlive all of his friends. They say timing is everything, and on this trip we were very lucky.



His oldest friend (100 years old) was still alive last September and living on his own in an apartment in Mulhouse. We took the train down to see him. Even the taxi driver from the station knew who Kurt was; he was famous for his long life and vitality.

We had a great hour together and they caught up on a few old memories. He pulled out a box of cookies, sorry he said that was the extent of his cooking! Sadly, Kurt died in December.

continued on page 29...



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...continued from page 27.

So here you have the key elements in taking care of your older German Classic. Let me encourage you to take the cover off of your car sooner than later. Listen to that engine and pay attention to what it is telling you on every drive short or long.

The Porsche Brand, like my dad, is steeped in history and has many a story to tell. I have taken my dad out on a few drives in my '77, and aside from needing a lift to get out of the seat, he enjoys the ride and sounds of the Auspoo (sometimes inside the car as well). Darn Bratwurst!



Dad and I did get an Audi up to 200km/h on this trip (Porsche for the day was a bit pricey) and I have a GoPro moment of him staring dead straight ahead as we hit the 200 km/h mark. Because if he moved his eyes from the road we surely would have crashed!

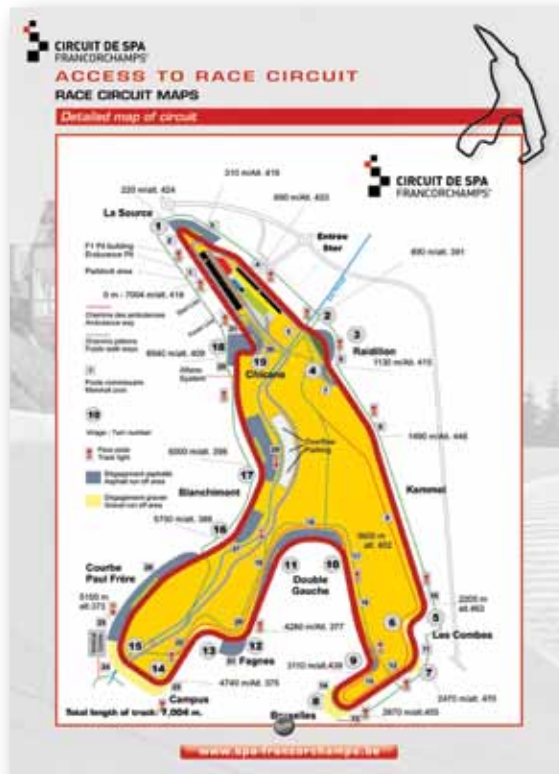
Spend time in your car this year, but more importantly spend some time with an older person (family/friend) and listen to them tell a few stories. They won't be around forever but your memories of those moments will last as long as you do. Here's to you Dad thanks for a great trip and Prosit!!



Two days at the Spa



Story by Bruce Trigg, UCR Member. Photos by RSR Spa



Spa-Francorchamps—the beautiful, undulating seven-kilometre circuit in Belgium’s Ardennes mountains—has the best of everything in a race track. Thanks to its sculpted Ardennes setting, this magnificent circuit encompasses major gradient and camber changes with low- and high-speed curves and corners.

The track’s executive summary shows the key to a fast lap is the downhill swoop to Eau Rouge, an ultra-fast S-bend where cars may bottom out. This must be the most daunting corner of any racetrack; cars plunge downhill (past the old pits), twitch left into a dip, nip right, and finally arc left uphill to Raidillon.

After Raidillon comes the stretch to Les Combes, a series of downhill swoops to Pouhon and the Paul Frere turns before a climb back to the pits through Blanchimont.

But first...

The briefing commences at 8:30 a.m. with a welcome speech from the pit wall to the fifty or so enthusiasts hailing from Europe, Australia, the US and Canada. That many are Spa first-timers all but guarantees an interesting day. The group is appropriately cautioned against “racing” and/or competitive actions. Evidence of anything wayward earns culprits a one-way ticket home.

To help prevent wayward behaviour, we begin with a track walk, stopping our cars on the old grid before hiking up the implausibly steep hill from Eau Rouge to Raidillon with this section’s famously unique lines and requirements.

We listen. “Whatever you have been told, Eau Rouge is not flat-out. It is very far from flat-out, and unless you can accurately replicate your line at least ten consecutive times, you are not ready to increase your speed.” Got it.

Next stop: Pouhon, the long, double-apex, off-

continued on page 33...



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camber, lefthander that curves into the second half of the circuit. The camber drops cars out to the right so the outer rumble strips are really rumbling at the exit.

And then we arrive at the seemingly innocuous Blanchimont, a left-turning penultimate bend before the chicane brings traffic back onto the pit straight. In reality, Blanchimont is an ultra-fast, no-check, no-lift, flat-out curve. Lines and balance are crucial.

Every marshalling point is manned and the blue flag is the one most commonly waved. “Stick to your line, and the guy behind you will find a way around you.”

Quick lessons confirm driving here is not for the faint of heart, as there are no North American point-byes. Windows stay up, and indicators let approaching cars know which side you’re committing to. If you don’t see an approaching car and don’t flash your indicator, the car will pick a side and be alongside in a flash. Everyone needs their wits about them.

I request an instructor (Andy) for the first morning, and hearing his commentary above the din of so many choice engines is challenging: Today’s group comprises Radicals, Lambos, Ferraris, several GT2 RSs, a couple 4.0s, five 991 GT3s, a 918 Spyder, four Lotus Exiges, several Elise 2/Elevens, three Cup cars, a BMW M3, and half-a-dozen of RSR’s fleet of Clio Cup and Megane RS26Rs. Nice.

The moment arrives. I’m compressed into a GT3’s full racing harness, pull out slowly into the F1 pit lane for driver wristband inspection, and accelerate out onto the track below La Source hairpin—any local photographer’s favourite because cars come close enough to touch the wall.

Quickly up is Eau Rouge. Corner entry is from the pit wall (Andy: “Have your right mirror thirty centimetres from the wall!”), veer left and—adhering to Andy’s guidance—don’t accelerate too soon.

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GOT A GREAT RIDE?

Share it with the club

Would you like to share the story of your car? Do you know someone with an interesting Porsche? Provinz is looking for cars to profile. Every month we'll have a different car in these pages, highlighting our members' unique Porsches, why they love them and what they've done to them.

It's easy to get involved—just drop me a note at porschemily@rogers.com and tell me about the car you have in mind. I look forward to hearing from you!

Emily Atkins
Provinz Editor
porschemily@rogers.com



“Best. Track. Day. Ever.
...I've experienced the 991 GT3
with a full day of lapping the
hallowed Belgian GP circuit.”

...continued from page 33.

There is still a lot of movement in the car, and accelerating with no front bite threatens bad things. Bad things don't arrive, and it's riveting as we top out, barrel-ling across Raidillon's kerbs and onto the long Kemmel straight to the chicane. The GT3 is deceptively quick, gaining speed—now!—before braking early for the tight right-left followed by a mischievously tight right.

Another downward rush. Then, in rapid succession: long, adverse-cambered, very-late-apex right (limited throttle here), left-hand kerb clip, straight-line to the tight, off-camber left before another longer run down to Pouhon. It's fast and feverish with several other cars vying for each corner. Feather the throttle, clip the apex much further 'round than your instincts warn you, ease the car to drift out, and transition slightly downhill again to the next left.

The following sequence seems straightforward: tight right, rumble strips, aim for the building and veer right, power hard for Stavelot.

Andy stays with me through the early afternoon, at which point he turns me loose. Last parting words after some wonderful first-day-at-Spa compliments: “Don't go into quite a difficult corner like Eau Rouge and be too aggressive on the throttle. Turn the car so the left wheels are on the outside of the rumble strips. The lefts wheels completely cross the strips twice before the turn up hill.”

And with that, I am alone. To experience.

The wrecking truck trundles into the top paddock, hauling a sad Radical carcass after the driver lifted com-

ing out of Blanchimont. Oversteer was rapidly replaced by shattered pieces at the outside wall. It's not the only casualty as several cars are trailered away for repair.

I am not one, and, at the end of day one and 320 track kilometres, my grin is that of someone on a permanent high.

Best. Track. Day. Ever.

I reminisce contentedly: I've experienced the 991 GT3 with a full day of lapping the hallowed Belgian GP circuit.

How did I actually get here?

Well, I originally booked a car identical to my own to experience Spa in—a 997 GT3—but that car was sold, so I was shifted to a 997 GT3RS. Then, the stable lost the RS and I “inherited” the car I drove, a 991 GT3 with a darned PDK “automatic” transmission. Dejected for the balance of the evening, I had derided the flappy-paddle tranny suggesting that it was a point-and-shoot, less-engaging experience. When Porsche announced PDK as the only options for the future, it seemed like the worst of heresy—GT3 drivers row their own gears!

But during my first few Spa laps (as Andy highlighted a few pertinent facets of PDK), my gear-rowing world began to unravel...

With the option to shift “naturally” with an ergonomically correct, extremely short-throw console-mounted lever or via steering wheel-mounted paddles (smaller and better-fitting metal paddles than standard 911s), shifts are always clean. In default mode, they are

continued on page 36...

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delivered with a subtly perceptible torque bump; enough to sense something has happened. In Drive, PDK is happy to trundle along, shifting seamlessly.

But Sport mode ups the ante. Gear changes are lighting quick, and the car switches to an aggressive, track-focused system that keeps the engine at the top of its rev range (how about 9,000 rpm?) as much as possible. The paddles have an agreeable weight and communicate with a “click” mechanical action. Verdict: PDK is utterly fantastic.

Day 2 dawned overcast and misty with rain showers. The affable track team once again laid out the croissant and fruit breakfast, followed up by a delightful lunchtime buffet in the roof-terrace restaurant above the pit garages. Time spent eating and relaxing during the rain after the previous day’s exhausting laps created no sense of urgency to get out in the damp, slippery conditions. Patience paid off as the wind blew the rain away leaving the sun to shine brightly, warming our hearts and the track.

With seven hours of open track time on Day 2, another 336 kilometers saw my lap times drop ten seconds. Time learning the track and the car made for solid progress. Another superb track day.

But, isn’t a day at a “spa” supposed to leave you relaxed and comfortable? My two days at Spa left me drained and haggard. And sporting a gigantic smile with thoughts towards a return visit!



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TRACKTALK



Photo by 303 Imaging

By Dave Osborne, UCR Track Chair

It never ceases to amaze me how much a volunteer organization can achieve. While admittedly we aren't the smallest or the poorest PCA regional club around, everything we do as a club is done by groups of enthusiastic volunteers for the benefit of all. We have volunteers who put on Socials, so a diverse group of members can share ideas and learn new things in a welcoming environment. We have Fun Runs so the touring crowd can enjoy the experience of driving their Porsches around the province together. We have the Track and Autocross events so we can share our skills and get the most out of the performance of our cars together. I haven't forgotten our Open House, Concourse, Rally and of course, the Club Race. What all these events have in common are the dedicated individuals who make them all possible. As our Porsche season is now in full swing, I'm once again astounded by so much effort being expended by so many volunteer members. Please remember to thank those who are serving your needs this season. There would be nothing without them.

When you choose a track event that you would like to attend, many things are set in motion that you may be unaware of. While we try to accommodate as many requests as possible, as a volunteer staff we do have some limitations. This is what happens when you sign up for an event.

Your Registration is logged by our system and

an automated email is sent to you confirming we have received your application. The Registrar checks the system regularly and places you in the appropriate category (eg. accepted, waitlist) according to the logged time of your registration. Its first-come, first-served right down to the second. The Registrar also assigns you a car number if you're new and updates your run group status from a list provided by the Chief Instructor. The acceptance email contains your assigned car number and your current status for the event and is also generated by the system but sent by the Registrar any time your status changes.

Now you're in, but far from ready for the event. With the Track Chair stuff all done earlier in the year (eg. track rented, services contracted and insurance secured) the driver's information is compiled from your driver's profile pages and turned into a master Tower List. From that list all the instructors are assigned students by our Chief Instructor, Stephen Goodbody. All students are assigned worker duties by our Work Assignment Chief, Del Bruce, and the financial information is processed by our Track Treasurer, Graham Jardine, separately on our secure server. While he cleans up any rejected payments give-a-ways are selected, branded for UCR and ordered for delivery before the event. Even your shirt size is matched to that list. Food is ordered, beverages purchased and service providers attendance is

verified for the correct dates. Once the list is perfected and complete it is sent off to our printers who make our Registration Packages with schedules, instructor and worker information and a coloured wrist band to identify your correct run group.

We're getting close to being ready, but not quite yet. Your emergency medical information is also on the secure server and is only handled by the Track Chair. It's printed and placed in a sealed envelope to be given to the Emergency Response Team in the event of an incident. It stays with the Clerk of the Course during the event and is destroyed immediately after the event. A few days before the event Waivers are printed, and the final list, without medical or financial information, is distributed to our Tower, Tech Line and Registration personnel, ready for your arrival at the track. The Registration packages are taken to the Registration building and set out the night before so it's all ready at 7 am when you stumble in there. You're in luck too. The coffee is being brewed and the donuts have been picked up and laid out for your enjoyment. The Tech line has been set up and the radios distributed. We are actually ready to start the weekend. Now you know what happened before you even got there!

You're not without responsibilities too. If you want to enjoy our Driving Events by being prepared you should do a little light reading. All the information you need pertaining to Driver Education is posted on the club website at pcaucr.org under the Driving tab. The Driver

Education Registration Rules will give you a list of the qualifications required to be in the event. The At The Track tab will help make your event pleasant and worry-free. If you still aren't sure of anything after reading this information, there are at least ten knowledgeable team members running around with radios. If they don't know the answer to your question they are only a click away from getting it for you and they are all happy to do so.

So sign up for lots of events this season. Just click on the box, knowing your Track Team will take care of everything for you. Come out and enjoy driving your Porsche with 150 of your closest friends. We'll look forward to sharing the track with you.

See you trackside,
Dave



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944 CORNER

Fuelling the Passion: Hershey's Porsche Swap Meet

By Darren deRoos, UCR Member

I was fortunate enough to get away during the weekend of April 18th on what had to be the nicest two days of 2015 so far.

My brother, Andy, and I had planned a few weeks earlier to attend "possibly the largest Porsche only swap meet in the world", their words, not mine. The CENTRAL PA region of the PCA puts the event on every year and this year was held at the Giant Center parking lot, part of Chocolate World in Hershey, Pennsylvania.

It was decided we would venture down there via some mountainous twisty roads in my brother's 2002 911 Carrera 4S. We had chosen a route that wasn't necessarily the quickest way there but would be well suited to a Porsche on a sunny day.

We were not disappointed. Pennsylvania is a beautiful part of the USA and we enjoyed the little slice of Americana in many of the small towns we passed through.

One of the highlights of the drive to Hershey for me was to pass through the town of Bradford, Pennsylvania, home of Brad Penn oil. It's the green stuff that helps keep my 944's heart pumping. I am a huge fan of this oil and driving right by the factory where it's made was very cool for me.

On To The Show

We woke up early Saturday morning hoping to get to the swap meet first thing to hopefully score some great deals. We were not disappointed. Within a couple of minutes I had made my first purchase, an A-pillar gauge pod. The seller gave me a great deal and even threw in a brake master cylinder for free. You can't beat that!

Andy scored a perfect set of used Fabspeed mufflers for his 911 for an unspeakable price; even the Fabspeed guys at the show were amazed! We were like kids in a candy store; it just doesn't get any better than this if you're Porsche-obsessed.

After browsing through the show, trying not to spend all my money, we walked over the Concours area. Some amazing cars caught my eye, but being a 944 guy meant I had to find a nice clean one and pester the owner.

We stumbled upon a gorgeous 1983 in Moss green with

tan interior. The second owner, a local, said the car had 21,000 miles. It showed. This was one of the nicest, and most original 1983 944s I'd ever seen. It also showcased a couple of dealer options from back in the day. I was lit up! This car was amazing! I should have asked to go for a ride.

So many other inspiring cars were on display. Not one but two Holbert "Super-wide" 944s were for sale. A Karmann Ghia-bodied Boxster was showcased by the shop that built it and we spent 40 minutes talking to the guys who fabbed it. There was a Carrera GT, gorgeous 356s and every make, model and type of 911 you could imagine.

We ran into a fellow originally from Oakville, now living in North Carolina who had a 944S Gulf-liveried track car, as well as a stunning Speed Yellow 993 Turbo. The passion oozed from his pores. We laughed and giggled and ooh'd and ahh'd about the Porsches we own and the Porsches we would love to own. Spending a day looking at Porsches and Porsche parts with people that share my passion and obsession, it just doesn't get any better than that.

We were on a strict timeline so at 3pm we decided it was time to head home. A different route was planned, but the same empty, winding roads guided us back to Ontario. The 911 was flawless and I was lucky enough to score some seat time. The trip flew by and I realized this was the stuff of dreams. A stunning Porsche, an open road, a tank full of fuel and a sunny afternoon. Best day ever!

The trip to Hershey has certainly re-kindled my passion for Porsches and I realized that I am not alone in my obsession. There are literally thousands of us crazies and we have a place to meet up every year to continue to fuel that passion. Thanks to everybody that made the trip so special. I can't wait for next year.

Happy Cornering!

Darren deRoos





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PERIPHERAL VISION



By John Adam, UCR Historian

Soon, we head off to Indiana for Parade. We are looking forward to learning the results of the various Regional awards that are announced at Parade. We receive recognition as one of the top Regions in PCA every year.

Parade emcee Mark Shevitz always claims to fear the flag waving, noisy, Canadian contingent but it's all part of his act. We count him amongst our good friends. We have to depart Parade early to be back in time for a family wedding.

A reminder to help with your weekend racing entertainment. There is a local website that is a gold mine of exactly the race information that you need. Oakville's George Webster provides George's race listings for the current month. He gives you the day, date, time and channel for all of his race picks. What more could you ask for? It is carried on the PRN Ignition web site. It's a great web site for race fans. Check it out at:
www.prnmag.com/images/tvlistings/GeorgesRaceFanTV-Listings_Complete.pdf.

For NNJR at Watkins Glen July 31 - August 2, registration opened May 29. For The Glen, we have found Corning to be the better place to stay, with more shopping, a variety of dining and a pleasant environment. About four hours will get you to the hotel.

From Corning, it's a very easy drive to the track, with two city traffic lights and one stop sign from the hotel all the way to the track. On the downside, area hotel rates seem to have skyrocketed and I am amazed that they can get the prices being demanded for basic accommodation. Best of luck on finding anything close to \$100 a room night. It seems that hotels near Horseheads currently have better rates. Horseheads is due south of the track.

For further information on other driver ed events, check the PCA website, which has a searchable calendar. Feel free to call if you want to know more about tracks, hotels, drive times, or whatever. Phone 905 270 2991 or e-mail me at: johnqadam@rogers.com.

We look forward to seeing you at an upcoming event.



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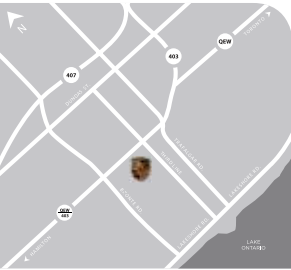
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