

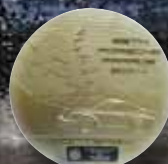
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THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA



MAY 2015

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winner for best overall
PCA regional magazine



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2014 Betty Jo Turner Award
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PCA regional magazine

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PRINTING

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Canada Post Publications Mail Agreement Number: 40042299

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MAY 2015

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Cover: Photo by Michael A.
Coates, UCR Club Photographer.
See pictorial on Page 20.



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The Journal of Upper Canada Region

2015 CALENDAR OF UCR EVENTS

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

MARCH

3	Tues	UCR Board Meeting
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

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

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
6	Sun	UCR Concours d'Elegance, Burlington
8	Tues	UCR Social
12	Sat	Porsche of London Fun Run
13	Sun	UCR Autocross, Toronto Star
18	Fri	Braidan Tire "Wheels for Humanity" Charity Event & Solo Lapping (Signed-off groups), CTMP Main Track
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

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

In previous columns I've invited response on a few topics and I've been glad to receive some. One of the topics is a recurring theme and that's the one about feeling part of the club and making new friends. I'll use my own experience to illustrate the issue that others are raising with me:

Buying a Porsche was a pretty special event for Pam and me. We thought we might get more from our new Porsche experience by joining the club that the salesman had mentioned, so we signed up as PCA members. Keen to get a taste of the club, we looked at the impressive list of UCR events and identified a few that didn't look too scary for newbies like us, so we went on a couple of Fun Runs and started attending Monthly Socials.

We really enjoyed these events and liked the people we met, but didn't feel that we were establishing any new friendships. I guess the breakthrough came when I showed interest in the club and how it worked. I was so impressed at the quality of UCR events, the smooth organization and all these confident people seeming to know exactly what to do. This prompted me to ask the organisers how they learned what to do and how they made it all work.

Well, you know what happens if you show interest, don't you. The next thing I knew I was helping out here and there at some club events and then I became aware of some changes taking place; first, there was more regular contact with the same people in the volunteer team, so there was a familiarity that led to friendships.

Second, members were now asking me questions at these events where I was a helper. That must

mean I was no longer the most ignorant person in the club and that I was now able to help others. This made me feel good and reminded me of the old adage that the more you put in, the more you get out. I continue to be frequently reminded how true that is.

So the simple moral to this story is, if you want to get more from being a PCA UCR member, take an interest in how things get done and offer to help at an event you like. You might be surprised at how easy it turns out to be, how new friendships will blossom from working as part of a team with a common purpose, and how you simply feel good, knowing that you've become one of those who make this club so much fun for our members.

Many UCR events draw members from every corner of our large region and the friendships referred to above may reflect that, but new friends can be made at local gatherings, too. I've written previously about the running of UCR events in different sectors of our region, but here I'm talking about informal gatherings where members meet on a particular day each month at a local coffee shop. These are not official UCR events on our calendar, but simple get-togethers of local members to talk about whatever they want - maybe their cars, technical stuff, how to..., etc. I encourage these kind of gatherings, so if you're interested, check to see if there's such a group in your area. If not, you might want to start one yourself.

Keep your eyes up and drive safely.

Mike Bryan



Welcome!
NEW MEMBERS



Name	Location	Model	Thanks To
Christian Alli	Richmond Hill	12-Cayenne	Downtown Porsche
Bashar Alrehany	Mississauga	15-911 C4S	
Farbod Arvari	Thornhill	12-911	Downtown Porsche
Matteo Bavaro	Newmarket	08-911 C4S	
Nery Benett	Toronto	15-Macan S	Downtown Porsche
Tommy Beraldo	Stoney Creek	15-Macan S	Downtown Porsche
Harry Bhandal	Brampton	14-Cayman	
Stacey Boguslauskaya	Toronto	15-Macan S	Downtown Porsche
Ray Coach & Mary Henning	Owen Sound	85-944	Dieter Teschner
John & Ruth Constable	St. Mary's	05-Boxster	
Brian Cowie	Toronto	15-911 GT3	
Wenjie Du	Toronto	15-Macan S	Downtown Porsche
Blake Elliott	Hamilton	74-911S	
Linda Fielding	Burlington	87-944 T	
Lawrence Fisker	Barrie	87-944 S	
Warren Francis	Brampton	06-Boxster S	
Ron Gillespie	Listowel	02-Boxster	
Dino Gliosca	Toronto	15-Cayman S	
Andrew Gucciardi	Woodbridge	12-Panamera T	
Bruce Hanley	Oakville	08-911 C4S	
Anwar Hasan	Belle River	00-911	Porsche of London
Tom Hashem	Aurora	95-911	
Larry Herscu	Richmond Hill	15-Macan S	Downtown Porsche
Leo Jorge	Brampton	02-911 C4S	
Karim Kabbara	Toronto	11-911 GT3	
Pete Koepfgen	Toronto	02-911	
Soo Kyung Lee	North York	15-Macan S	Downtown Porsche
Carson Liang	Toronto	15-Macan S	Downtown Porsche
Liusheng Liang	Mississauga	15-Cayenne	Downtown Porsche
Otilia Mandarino	Toronto	09-Cayenne	Downtown Porsche
Anthony Marques	Toronto	10-911 C4S	
Ulrich McKenzie	Oakville	09-911	
Thomas Miklikowski	Ottawa	12-911 C4S	
Catherine Milne	Toronto	15-Macan S	Downtown Porsche
Jim Milne	Mississauga	13-Cayenne	Downtown Porsche
Jiazhen Niu	Toronto	14-Panamera	Downtown Porsche
Gavin Pais	Toronto	08-Cayman S	
Frank Pallotta	Toronto	15-Macan S	Downtown Porsche
Atoosa Parsi	Richmond Hill	15-Macan S	Downtown Porsche
Clet Penney	Toronto	09-911 T	
Fred Poon	Markham	15-Macan S	Downtown Porsche
Doug Post	Caledon	07-911 C4S	Autosport Orangeville
Jen Rapuch	Toronto	15-Macan S	Downtown Porsche
Kelly Reed	Ancaster	83-911 SC	
David Reis	London	14-911	Porsche of London
Shawn Rusich	Toronto	15-Macan S	Downtown Porsche
Raymond Sartor	Sharon	62-356	
Woodley Seto	Toronto	15-Macan S	Downtown Porsche
Armando Simoes	Georgetown	06-911 C4S	
Kerry Stubbings	Bowmanville	02-Boxster	
Mark Teplycky	Toronto	05-911 CS	
Terrence Tong	Mississauga	01-911 CS	
John Tsourounis	Toronto	14-Boxster	Stan Schapp
Klaus Werner	Guelph	80-911 SC	
Gowyn Wilcox	London	09-Boxster	Porsche of London
Peter Willis	Toronto	15-Macan S	Downtown Porsche

Name	Location	Model	Thanks To
Ming Xie	Toronto	15-Macan S	Downtown Porsche
Carl Yip	St. Catharines	06-911 CS	
Wei Zhang	Toronto	15-Macan S	Downtown Porsche

Congrats!
ANNIVERSARIES

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

40 YEARS
Geoffrey McCord

30 YEARS
Colin & Sandy Black

25 YEARS
Rainer & Eileen Beltzner
Brian & Carol Gardner
Robert Graham
John & Pat Van Atter

20 YEARS

Robert & Carol Bernacci
Brian Van Arem

15 YEARS
Dave Burt & Jane McKay
Louis & Michelle Chan
Paul & Jeff Lumsden
Mario Marrello
Phong Dich Tham

10 YEARS
Alexander Brock
John & Gema Coelho

Bill Fairley
Douglas & Bea Forster
Gabor Foti & Andrea Molnar
Arnaud Majstorovic
Gene & Alice Wolski

5 YEARS
Ron & Leslie Batt
Michael Ellig
John & Gloria Elliott
Robert & Tania Francki
Danny Fung
William Ing
Keith Johnson

Uttam & Pratima Kalicharran
Jayson Kellay
Brian & Sonja Lagueux
Robert Mackay
Michael O'Connor
Stan & Oksana Parkanski
Gord & Karen Reifenstein
Michael Sommer
Gary Stapleton
Brian & Wendy Vandusen
Barry & Eleanor Wiseman
John & Jenn Yiokaris

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THE WAY WE WERE...

25 Years Ago

Things had changed in a big way. The events calendar was filled. We rubbed shoulders with **Jurgen Barth** and **Bruce Anderson** at the Zone 1 Tech weekend. Mosport had a lot of upgrades. PCA had 28,000 members. Parade was in Monterey, CA. **John Van Atter** was doing *Provinz* distribution on the dining room table. **Otto Mittelstaedt** joined but maintained a low profile until becoming webmaster. BFGoodrich Comp T/As were the tire of the day for Trackies. The Pfaff Porsche dealership was celebrating 25 years. Two days at Tremblant were \$135 while two days at Mid-Ohio were US\$125. We gave away a set of tires at each DE event. 135 members attended the March Social and that was 25 percent of our primary membership. The Tiptronic transmission was brand new. As editor, I really enjoyed **Howard Dexter's** Off Line articles. He was often the centre of controversy and he mentioned a half dozen who had taken umbrage. Go Howard! There was a story about prepping **Renate Weidner's** Flitzer for the Michigan Parade Concours. About a dozen members worked on that car—it belonged to **Rosemary Adam** back then and it was just DAYS old. We had a two-track weekend with Saturday/Sunday at Mosport and Monday at Shannonville combined with NNJR. What a hoot that was! **John Timbrell** was selling his '76 911S Targa, now owned by **Ken Jensen**.

20 Years Ago

A member, **John Hughes**, died of cancer. We had dedicated a DE weekend to him. Widow **Wendy Hughes** and young son **William Hughes** were at the Mosport track and we made a presentation to them and then she wrote to acknowledge what we had done for the family. **William**, you should be old enough to join us at Mosport and we look forward to having you. I still have the **Hughes** commemorative shirt and a tear comes to my eye whenever I wear it. **Super Dave** was about to start making changes to his 928. It seems that he just never learned when to stop. **John & Rosemary Adam** went to Germany as guests of Porsche and drove 5,000 km before returning the 911 to Stuttgart.

Contributed by **John Adam, UCR Historian**



60th PORSCHE PARADE
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FRENCH LICK, INDIANA

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



SOCIAL EVENTS

By Laurel Ward and Martin Tekela, UCR Socials Co-Chairs

We wish to provide a welcoming, inclusive and highly enjoyable atmosphere for Socials so that UCR members and guests can socialize and share each other's passion for Porsche car experiences and enjoy continued learning experiences.

We vary venues from dealers, to affordable restaurants, and supplier locales. We publish information on venues and speakers in *Provinz* and on our website. Let us know if you are a first-time attendee. We would like to meet you and introduce you to other members and fill you in on other great UCR activities that may be of interest to you and your family. If you know of speakers or topics that you think would be of interest, please contact us. We love to hear from you. If you have any questions about our Socials, please email us. And to help us organize better, we appreciate your RSVP. We can be contacted at: socials@pcaucr.org. Socials run from 6:30pm-9:00pm. It is not just about the cars, but the people. We look forward to seeing you there!



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

Coming Events

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

Venue: Engineered Automotive, 355 Confederation Parkway, Concord, L4K 4S1, 905 660-1884, www.engineeredautomotive.com
Engineered Automotive is kindly hosting our UCR May Social at their venue. Enjoy good eats, drinks and fun camaraderie with your fellow passionate UCR Club members. EA, well known for its gorgeous and state of the art facility, is highly regarded amongst car enthusiasts. Highly customer focused, EA provides a multitude of services ranging from auto service to performance modifications, to restoration and lifestyle events. Please join us on this evening, compliments of EA, and hear about what EA has to offer. Look forward to seeing you there! Please RSVP to: socials@pcaucr.org



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



APRIL SOCIAL

By Jay and Joanne Diamant, UCR Members; pictures by Michael Coates

The UCR tried something new for its April social, holding it at the Donalda Club in North York. The event was a great success, with over 60 people coming out to enjoy the different venue. The sun was shining and it turned out to be the perfect kick-off to spring.

Upon arriving at Donalda Club, everyone made their way to the formal dining room, overlooking the club's beautiful golf course, and spent time mingling, catching up with friends and meeting new people, all while enjoying a selection of hors d'oeuvres that were circulated around the room. The club's chefs and catering department prepared a delicious buffet spread for us, including hot food, dessert and coffee.

After people were settled at their tables, Mike Bryan, UCR President, welcomed everyone to the event, made some announcements and reminded us of the upcoming "Shift Into Spring" Open House to be held at 427 Auto Collision on Sunday, May 3rd.



New UCR Members Rhonda and Ian Roberts receive their New Member pins.

Laurel Ward, UCR Socials Co-Chair, got up and introduced new UCR members Ian and Rhonda Roberts and Eric Hachmer, presenting them with their UCR pins. Hazel de Burgh, UCR Fun Run Co-Chair, then told us about the upcoming fun runs for 2015 as well as the Street Survival School.



New UCR Member Eric Hachmer wins raffle prize awarded by Dagmar Ruehl-Pegg



L-R: Kathleen Wong, Jay Diamant, Joanne Diamant, Martin Tekela, PC Hugh Smith, Laurel Ward, Pam Bryan, Mike Bryan

We were then treated to a very informative session with our special guest speaker, Police Constable Hugh Smith of the Traffic Services division of the Toronto Police Force. He spoke for about an hour, telling us about some upcoming changes to traffic laws and explaining some of the rules related to pedestrians, cyclists and e-bikes. It was extremely interactive, with a lively Q & A session.

The evening ended with some lucky winners receiving raffle prizes, including flag jackets, a poster and Porsche calendar. We would like to thank Laurel Ward for helping to organize this very successful event and we look forward to seeing all of you at the May 3rd Open House and the next social on Tuesday, May 12.



Special Guest Speaker, PC Hugh Smith

A note from UCR Socials Co-Chair Laurel Ward:

I would like to thank Joanne and Jay Diamant, UCR members, who introduced us to their beautiful Club, Donalda Club where we held our April Social. Donalda Club is a beautiful oasis in the City with easy highway access, free parking and a spectacular view of the City. Joanne, also kindly offered to write up the Social for Provinz this month. Thank you—we appreciate your contribution to our Club.
Laurel Ward, UCR Socials Co-Chair

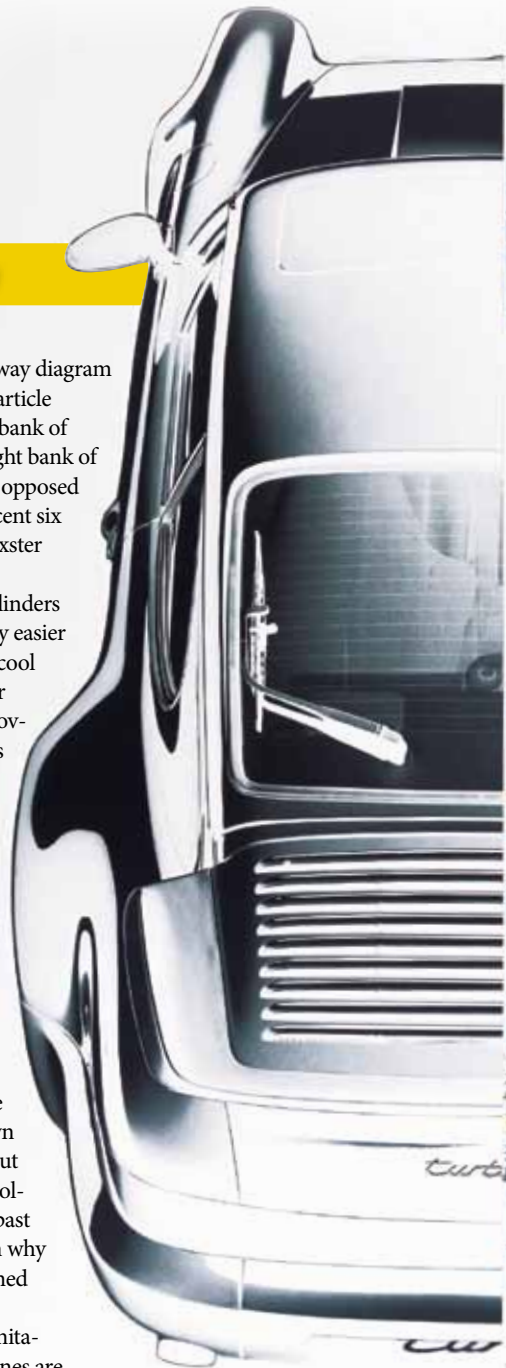


TECH SESSION



Boxer Engines

By George O'Neill, PCAUCR Tech Editor



If you are a real fan of boxing, you most likely are aware of The Fight of the Century that was held on March 8, 1971 at Madison Square Garden in New York City, between what many believe to be two of the best boxers ever, Joe Fraser and Muhammed Ali.

Tickets were so hard to come by that even Frank Sinatra could not get one. Yet he apparently got in with the media by claiming to take pictures for Time Magazine. There are even pictures showing Sinatra holding a camera that evening, so it must be legit!

Fraser and Ali went the full fifteen rounds that night, with Fraser putting Ali down twice, and Ali quickly returning to his feet each time. Yet, Fraser ultimately won the match by leading in all three scorecards.

Through the eyes of this young boy it was a fascinating event as the relentless pounding, jab-cross-hook-cross, left-right-left-right, punches went back and forth for an hour, and for every punch delivered there seemed to be an equally responsive powerful response from the opponent. At times, punches were like explosions.

Not until I was recently thinking about 911 engines did I make the connection to that boxing match. So why do we call the engines in 911, Boxster (hint, hint) and Cayman sports cars, boxer engines, also known as flat or horizontally opposed? One just has to reflect on a match like the Fraser - Ali fight to seek the answer.

Boxer engines have all of their cylinders configured in a flat plane, with the pistons "punching" back and forth like the fists of boxers. Every thrust of a piston is matched with the opposite thrust from the piston located 180 degrees away on the other side of the crank.

In four-cylinder engines this analogy works well since each fighter obviously has two fists, totalling of course four—one for each cylinder. so to speak. In six cylinder engines (like in our current road-going Porsches) the analogy also works, but each fighter would have three fists, and so on for eight and twelve cylinder engines that are sometimes available in other vehicles.

Benefits of boxer engines include having a low centre of gravity since the pistons and surrounding cylinder cases are lying relatively low inside the engine bay almost in line with the drive shafts, and the engines are generally better balanced with shorter crankshaft lengths when compared to inline or V shaped engines.

Note the cutaway diagram included in this article showing the left bank of three, and the right bank of two of the three, opposed cylinders in a recent six cylinder 3.2L Boxster engine.

As well the cylinders were traditionally easier to separately air cool (bingo, pre-water cooled Porsche lovers) than engines which have their middle cylinders buried inside the crank/cylinder engine case like those of inline and V configurations. Of course today Porsche water cools these engines (as shown in the picture), but the ease of air cooling them in the past is a major reason why they initially gained such popularity.

In terms of limitations, boxer engines are typically wider than inline or V shaped engines and are more expensive to manufacture since there are at least two cylinder cases and added components for overhead cam configurations, when compared to inline engines.

At least two cams and associated valve train components are needed in boxer engines, one for each cylinder bank, versus just one for inline engines.

In rear-engine layouts, like 911s, the car body needs to be rather wide to cover the boxer engine as well as the suspen-

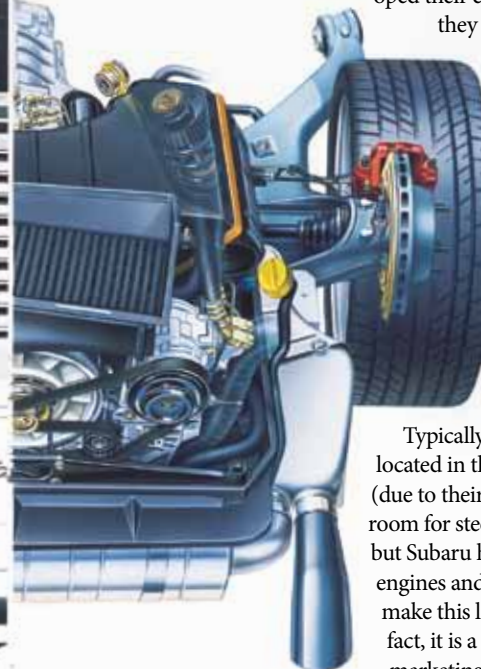
sion, exhaust, wheels and tires. To highlight this see the enclosed picture of a 1993 Porsche 911 Turbo showing on the left side the body and on the right side the underlying engine and components.



of us guys it just does not take much!

In mid-engined cars, say like a Cayman, the need for extra width is perhaps not as evident since the designers have massaged the bodies to hide this mid-width. But, if you look back at a Ferrari Testarossa from the 1980s, for example, with a flat 12 boxer engine, those cars were visibly wide.

Boxer engines located in the front are now rather rare, except for one manufacturer, Subaru, who has really developed their engines to the point they now "own" this configuration.



Subarus are the only contemporary vehicle manufacturer offering a complete line of cars with front mounted boxer engines, often coupled with all wheel drive systems.

Typically boxer engines located in the front engine bay (due to their width) leave little room for steering components, but Subaru has designed their engines and drivetrains to make this layout feasible. In fact, it is a key feature in their marketing and they highlight

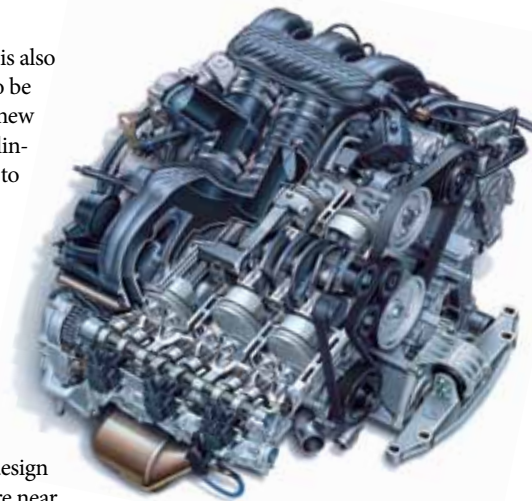
this layout to differentiate themselves.

Porsche is rumored to be working on a new boxer 4-cylinder engine expected to be launched in a vehicle occupying a price point below the Boxster. It is expected this engine will also be available turbocharged and appear in variants of the Boxster, Cayman and perhaps even the 911.

Remember the 912? It had a flat 4-cylinder engine, and was launched in 1965. Could we be headed for a better version of the '60s all over again?

Porsche is also rumored to be working a new boxer 8-cylinder engine to appear in their next supercar slotted to replace the 918. It is nice to know the limitations of engine design are nowhere near the end, and that boxer engines should be around for a long time to come. Porsche, let's not let Subaru have this space entirely to themselves!

The next time you floor your Porsche sports car, think about Fraser and Ali going at it, toe-to-toe, for an hour, over fifteen rounds. We certainly want our Porsches to always go the distance too!



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

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2015 Fun Runs & Tours



Photo by Michelle Gamauf

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

For 2015, we have eight Fun Runs and three Tours on the calendar so far. To book an event or get on a waitlist, please contact the relevant host as noted below. Beyond participating in one of these events, would you consider hosting a Fun Run, Tour or Ramble to share some of your favourite roads? Being a host is a lot of fun! As you'll see from the table below, these events fill up fast! Most of our 2015 events were already waitlisted at the time of publication, and some were waitlisted as early as February! If you're wondering what's involved as a host, or you're ready to pick a date, please let one of us know. We'd be happy to answer all your questions and help to get you on the road! Hazel de Burgh (hazel.deburgh@gmail.com) or David Forbes (david.forbes@rbc.com).

	2015 FUN RUNS & TOURS	HOST NAME(S)	E.MAIL ADDRESS	STATUS
May 2	Muskoka Spring Fun Run	David & Anne Forbes	david.forbes@rbc.com	WAITLISTED
May 23-24	36 Hour Tour	Jason Figueiredo & Matteo Bavaro	jasonfig993@gmail.com	WAITLISTED
May 30	Porsche of London Spring Fun Run	Mike Salter	mike@porschelondon.com	WAITLISTED
June 5-7	Grand Turismo Tour	Jason Figueiredo	jasonfig993@gmail.com	WAITLISTED
June 20	Bear Manor Niagara Escarpment Fun Run	Vaughn Warrington	vwarrrington@worldsourcecurities.net	WAITLISTED
July 4	Grand Niagara-on-the-Lake Fun Run	Guenter Gamauf	guenterg@rogers.com	WAITLISTED
Aug. 6-9	Montebello Quebec Tour	Mike Blinn & Rick Zuccato	rjzuccato@gmail.com	WAITLISTED
Aug. 22	Blue Mountains Fun Run	Hazel de Burgh & Don Lewtas	hazel.deburgh@gmail.com	WAITLISTED
Sept. 12	Porsche of London Fall Fun Run	Mike Salter	mike@porschelondon.com	WAITLISTED
Sept. 26	Hearth Place Fun Run & Car Show	David & Anne Forbes	david.forbes@rbc.com	WAITLISTED
Oct.3	Muskoka Fall Fun Run	David & Anne Forbes	david.forbes@rbc.com	WAITLISTED

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

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

Weekend of May 23-24: 36-Hour Tour **WAITLISTED**

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

Saturday, May 30: Porsche of London Fun Run **WAITLISTED**

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

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

This year's Architectural and Gastronomic GT Tour starts in Niagara-on-the-Lake and includes a tour through the Alleghany Mountains to Pittsburgh, opportunities to explore the American Golf Hall of Fame, Frank Lloyd Wright's Fallingwater, and the Woodlands Auto Toy Store and a drive through the Laurel Highlands in Pennsylvania. There will be a 6-car limit.

Saturday, June 20: 5th Annual 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 hand. We'll start at 9:30am in the Grimsby area and wind our way through the Niagara escarpment, stop for a wine tasting and travel tree-lined back roads. The run ends at Vaughn Warrington's home on the 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, then our shunpiking route will take us along the Grand River. Then it will wind its way across the Niagara Peninsula via some curvy, scenic, Porsche roads. There will be a stop for lunch. Our route will include a cruise along Lake Ontario, through Niagara-on-the-Lake and along the Niagara Parkway.

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

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. From there we'll wind our way to Mont Tremblant, where we'll ride the gondola to the top! In Mont Tremblant we'll 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 at the historic and delightful Willow Inn. Our final day will find us heading back through the Quebec countryside on our way home.

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

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

Saturday, September 12: Porsche of London Fall Fun Run

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

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

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

Saturday, October 3: Muskoka Fall Colours Fun Run **WAITLISTED**

For the 7th annual Muskoka Fall Colours Fun Run, we will meet in Bracebridge, then travel along the winding roads, enjoying the fall colours and lakeside views. Along the route, there will be several stops including lunch. We'll conclude with a mid-afternoon reception in Gravenhurst



Photo by Rick Zuccato





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The Zone 1 48 Hours at Watkins Glen began in 1974. Continue the tradition and join us for the 41st consecutive year on June 6, 7 & 8. Watkins Glen International is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6 mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has remained the home of a great racing tradition for 55 years.

→ We plan to add an extra hour of track time on Friday and Saturday, which means the track will be open until 5:30 PM in order to maximize track time.

→ We will allow for expanded passing in the Instructor Run Group throughout the weekend.

→ PCA National Instructor Training will occur on Friday for those who qualify with a referral from their region's chief instructor.

→ Friday is still instructor day, however all drivers in the white (intermediate), black and red run groups will be accepted to drive on Friday. The intermediate group will be given four driving sessions on Friday.

→ The Zone will host a Saturday evening cocktail hour and dinner.

→ A form of Zone 1 swag will be provided to all registrants who attend.

Don't miss the Friday evening track walk available to all registrants. Saturday and Sunday will be run in the traditional DE format with the track open until 5:30 PM on Saturday.

We will also allow for early trailer drop off beginning Thursday evening from 6-8PM. There will also be camping at the track from Thursday through Saturday for those who are interested.

For more information regarding this and other Zone 1 PCA events, please visit <http://zone1.pca.org>. Registration for the event will open on April 15, 2014. To register for the event, log onto www.clubregistration.net For further information, contact your local track chair or email the registrar: Lou Dauerer at Zone148Hoursreg@gmail.com.

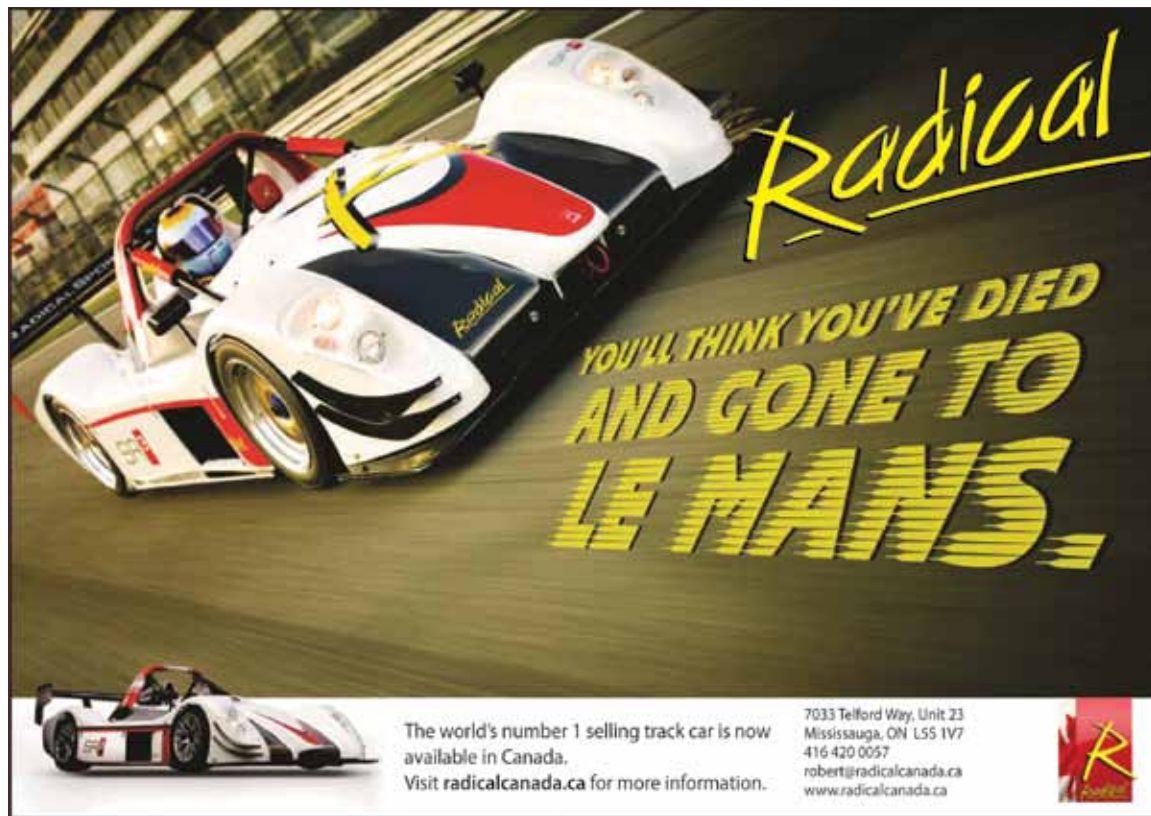
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Ontario 1500 Motorsport Adventure

A new way to tour

By Andrew Combes, *Provinz* Contributing Editor

Looking for a novel way to tour our beautiful province? Start planning now to enter the “Ontario 1500” in September.

Like me, you may have enjoyed race tracks across Ontario and the eastern USA, from Sebring to Virginia International Raceway, Watkins Glen and Mid Ohio, to name a few. Each offers its own challenges with a great high performance driving experience.

This fall you could stay right at home and drive all of the road courses that Ontario has to offer, with a few twists along the way. In a format not entirely unlike the Targa Newfoundland, the “Ontario 1500 Motorsport Adventure” will see its inaugural year in 2015.

You haven’t heard of it? Well to be honest neither had I until I bumped into Gary Wood at Watkins Glen last summer. As one of the event’s organizers, he was there in part to give some publicity to the brand-new Ontario 1500 Motorsports Adventure to the just the sort of audience that should find it of interest.

The adventure will allow amateur teams of between two and four drivers to enter a car that will be driven across the province from one race track to another. At each track a different format of competition will take place.

Venues include our very own ‘home track’, CTMP/ Mosport, Calabogie, Shannonville, Toronto Motorsports Park and the Grand Bend Motorplex.

Calabogie Motorsport Park is a magnificent, relatively new and modern track cut out of the forest near Ottawa. Wide and safe, it rolls through hills and valleys to provide an exhilarating drive, and provides unique challenges including blind corners and the signature turn called “Temptation”. Combined with lengthy straights and fast sweepers, driving here keeps a broad smile on your face all day.

Shannonville Motorsport Park started off as a motorcycle course and still holds numerous bike races. Over the years it has been lengthened and now offers a number of layouts, many of which incorporate a drag strip as the main straight. The high speed sweeping corners and esses keep your adrenalin flowing.

Toronto Motorsport Park in Cayuga is the home of the Canadian National Drag Race championships every year, and that overshadows a road course that is built on a former WWII airfield. The main features here are two straights connected with a high-speed 120-degree corner. Add in some esses and a hairpin and you have a track that offers fun in a tight setting.



Photos by Stan Schnapp, UCR Member

Grand Bend Motorplex is the home of an annual IHRA drag race spectacular. Once again based on a WWII airfield the complex offers an oval track and road course. It is located in one of Ontario’s popular beachfront destinations and this facility provides more miles of speed for your dollar than almost anywhere else.

The “Ontario 1500 Motorsport Adventure” is for street legal cars and will visit all of these motorsport venues for one week of competition from September 13, 2015 to Sept 20, 2015. It is your chance to drive every road course in Ontario and compete in 14 diverse timed stages, each using a different format.

Starting and finishing at CTMP, competing teams will tackle eight “Time Attack” stages, four “Solo II” autoslam stages and two “Drag” stages, the results of which will determine the Champion. Time Attack drivers will need to be graduates of two accredited performance driving schools, and all drivers will need to be licensed in their home jurisdiction.

Transits will be supervised and driven during evening hours and drivers are required to observe all posted speed limits.

Whether you want to go for the overall win or just experience the thrill of driving these tracks, this event sounds like Fun with a capital F. There are classes for every car but the field is limited to only 60.

Check out details and register at www.ontario1500.ca.

I’m thinking a Caterham R500 might just do the trick, although if it rains the road driving will be miserable.

Splish, Splash

IDS in pictures

By Michael A Coates, UCR Photographer

The April 11, 2015 IDS. For a nice change from most years, the pavement had to be artificially moistened.



The Geneva Lost Weekend

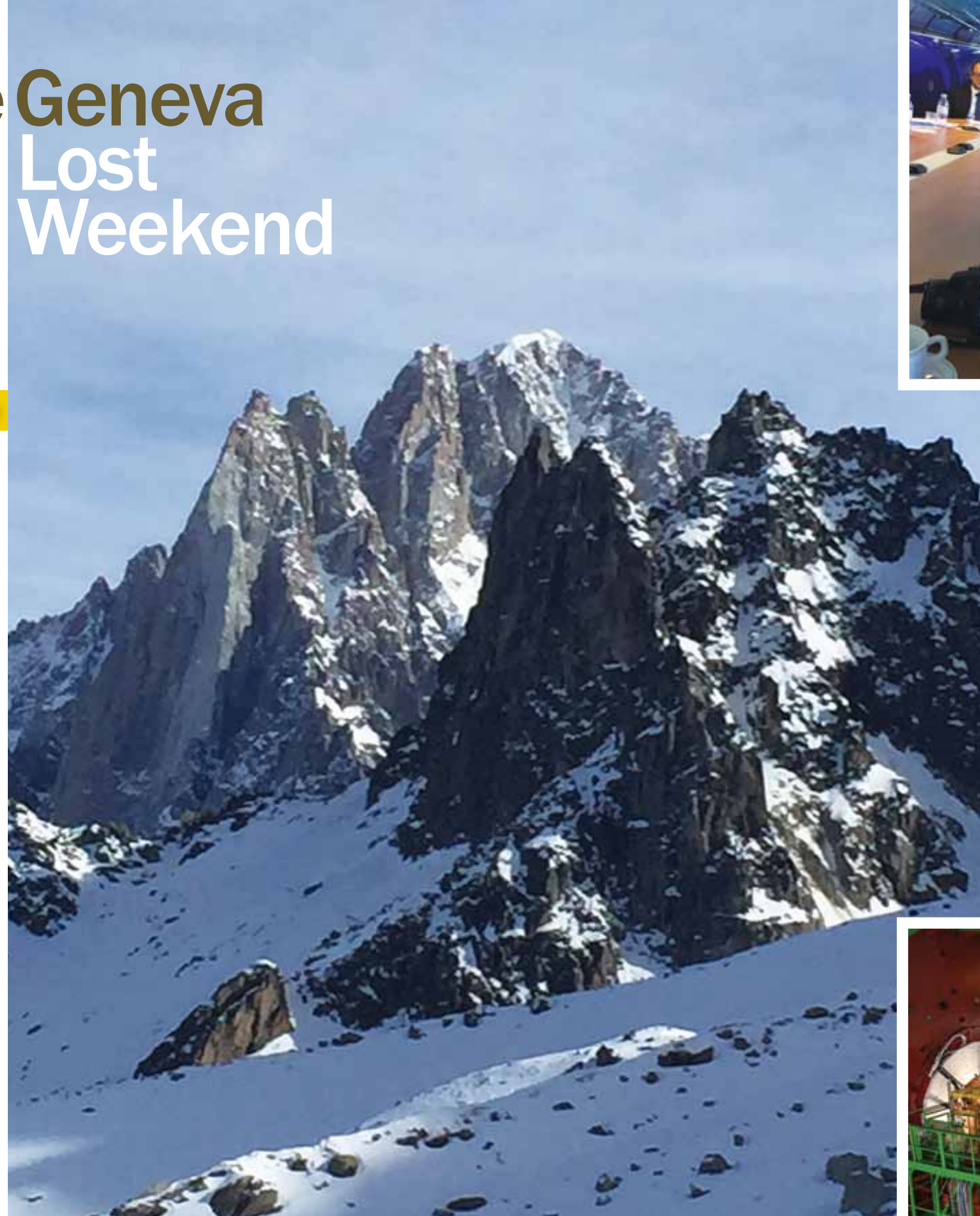
UCR travelers find their bliss

Story and Pictures by Abe Reinhartz, UCR Member

A quick look at an Internet site for Swiss jokes wasn't very hopeful. Stuff like "You know you're Swiss when your train arrives three minutes late and the entire train station complains about it," or "You know you're Swiss when you spit out Belgian chocolate in disgust," or "I've got a Swiss bank account that my wife doesn't know about. I mostly use it to buy cuckoo clocks, fancy chocolates and multifunctional knives". So far not too many belly laughs.

I had been to Switzerland before. Their sense of humour didn't impress then. The first time I got a radar camera speeding ticket, which was mailed to me about a year after the crime. I didn't pay it. The next year I went back and after being searched and questioned at the border, drove very, very carefully. I couldn't wait to drive back to Germany. How ironic. A Jew who couldn't wait to get back to Germany—from Switzerland.

This time I was off to Geneva for the Auto Show. Luckily, laughs were never far away, as I went with



Above: The French Alps at Chamonix.
Left: A presentation by the Director General of CERN, Prof. Rolf Heuer.



my PCA buddies: Doug Fregin, Geoff Chandler and wife Joan, Brad Usherwood, Laurel Ward, Brent Byers, Rob Phillips with son Mitch, Howard Dexter with future son in law Travis Schiller, Courtney Walsh and Steve Goodbody.

The weather was much nicer there than here. +10C vs -20C. Warm enough for a cigar.

We arrived on a Thursday. Geneva is close to the French border. Any attempt at humour was met with a French, "Oh you idiot", and delivered with Swiss efficiency.

We spent our first full day (a Friday) at CERN, arranged by Doug. CERN stands for Conseil Européen pour la Recherche Nucleaire. It was founded in 1952 with the mandate of establishing a world-class fundamental physics research organization in Europe. Home of the discovery of the Higgs Boson particle (which I couldn't even begin to explain to you)

Our day started off with a presentation by the Director General of CERN, Prof. Rolf Heuer. He and Doug exchanged the Particle Physics Secret

continued on page 25...



Top Right: Doug Fregin signing the CERN guestbook
Right: The CERN quantum mechanical driveshaft.





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The stunning GT3RS pushed all the right buttons.

...continued from page 23.

Handshake and then he gave us background on CERN, its research and role in the physics universe.

We had a special tour set up for us. This might sound really geeky, but it was an amazing experience and very inspiring. Everybody we met had drunk the Kool Aid and was totally enthusiastic about what they were doing.

The next day we went to the Geneva Auto Show. Costco on Saturday has nothing on this. There were traffic jams and people jams. We got there early. Our first stop was the Porsche stand, where on display were the new GT3RS and the Cayman GT4.

The GT3RS was of course, gorgeous. I don’t know about the colour at the show (a kind of burnt orange) but it

pushed all the right buttons. So did the GT4 dressed in yellow. They wouldn’t let the general public sit in the car unless you could convince them you were worthy. Of course Laurel had no problem. But I did. The bouncer at the door looked at me and just started laughing.

But Courtney faked them out and said he wanted to see a purple Macan turbo in the back. That was the ticket. So I tagged along, told the security folks he was my son

continued on page 27...



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The Cayman GT4 resplendent in yellow.

...continued from page 25

(which surprisingly they bought), and then from there we got on stage in front of all those people to sit in the GT3RS and GT4. I began to visibly drool and security dragged me off.

The crowds were enormous. I didn't get close enough to see the new Ferrari 488. The Aston Martin stand was jammed.

The car that really turned my crank was the Radical RXC. This is a closed car and looks a mini prototype. It weighs about 900 kg and from a Ford Ecoboost can get over 500 hp. It can be licenced for the street in some jurisdictions, but of course not in Canada. It has air con,

cup holders and a rollcage. You have to climb into it. Probably not great for going to 7-Eleven but I'll bet for the track there ain't nothing better.

The last day we went to Chamonix, France. We took a cable car up 3,800 metres or so and had the privilege of getting altitude sickness. This is like the worst hangover you've ever had, but instead of driving the porcelain bus, you're looking at gorgeous mountains. It was stunning. The town itself is vibrant and alive with restaurants and shops.

It was a great experience. Wonderful camaraderie. A lost weekend.



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Share it with the club

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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
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944 CORNER

The Parts Car

By Darren deRoos, UCR Member



If you like to wrench on cars, then you've probably at some point in your life owned a parts car. It's usually a similar car to your baby in the garage but the parts car has somehow suffered in some way that has destined it to be a donor car so you get can your project up and running.

As long as your spouse and neighbours are understanding, a parts car can be an excellent source of hard to find parts and hopefully help avoid the nickel-and-dimeing that so often derails a project.

A couple of years ago I decided it was time for a parts car. My car needed a bunch of small flippits and doo-dads that would have had me and my local Porsche parts guy pulling our hair out. Grommets, fine thread bolts, interior trim pieces, pulleys and the list goes on and on. I did what I normally do, fire up the computer, start browsing my favourite site...Kijiji and search: Porsche 944.

It didn't take long to find what I was looking for. A 1985 1/2 944.2. Guards Red, like my car. Black interior, like my car. And an owner looking to sell, cheap.

One thing I love about buying vehicles is the stories I hear about behind the cars I look at. This particular car had a sad one. A gentleman had owned the car for some time and lovingly cared for it. It got all the love and attention it needed until the owner became sick and the car sat for many years.

Along the way one of his children tried to resurrect the old girl by giving it some new tires, fluids and brakes, and even some high performance brake pads in the form of Hawk HP+s. Sadly it was too late. The owner passed away and the car sat for quite a while. The car far from their thoughts. I don't blame them.

The owner's family were reluctantly selling the car but were moving and they wanted to sell it to a 944 enthusiast. I assured them that I was, and they were happy to hear, that the car's spirit would live on. For a brief moment I even thought I might bring the car back to its former glory, but it had suffered crash damage and that part was too rusty to save. We agreed on a fair price and I called a tow truck

to pick it up and take it to my house. The car had no keys, they had been lost a while back.

It wasn't long in my driveway before I started to mess around with my new find. Once a new key was cut, I swapped in the battery from my car and wow, it fired right up. I even drove it around my street. The clutch was badly worn but it was still nice to go for one last drive around the block, it sure made me smile. I imagined the previous owner driving it, and loving it. I wondered if the car was worth saving but when I jacked it up on the driver's front the jack went through the floor. The car's fate was sealed.

I tore it down over the summer, selling a few parts here and there. That was great fun. Every week or so a new 944 owner would come by my house and we'd chat about our love for these cars. Some were just trying to keep their cars running while others were looking for that last elusive part for their concours car. We all shared a passion for the 944 and it was good, really good. This one car was becoming a part of so many other 944s; I hoped that would have made the previous owner happy.

My car benefited in a big way from that old car. A spare engine and transaxle, torque tube, new calipers and rotors. Too many flippits and doo-dads to count, even today. I converted my five-rib pullies for the crank and alternator to the six-rib ones from the parts car to improve my super-charger drive. My crawlspace is full of 944 parts. My wife is a little iffy about it, but every time I need something for my car and I go shopping in our crawlspace and emerge with what I need, I make a little "ka-ching" noise and wink at her and she doesn't mind it so much.

This probably won't be the last parts car I own. I enjoy the whole process far too much to not buy another one. I search the classifieds almost daily looking for another donor for my baby. Maybe a Turbo S or an S2 for some bigger brakes and even more horsepower.

So don't be afraid to go looking for your own parts car; you never know what kind of experience it may bring!

Happy Cornering!



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TRACEY HUTCHISON



Car: 2010 997.2 Carrera

By Tracey Hutchison, UCR Member



Kathleen with the Red Rocket

I've always been a car guy. As a little boy, I had Matchbox or Hot Wheels cars everywhere I went and I built Tamiya and Revel scale models. Growing up in Napanee Ontario, European cars were rare. My father bought a '86 Monte Carlo SS, great fun at 18. Porsches were only seen in Road and Track Magazines.

For Christmas 2001, my wife gave me “Driver for a Day” at Shannonville Raceway with David Tennyson, former 944 Turbo Cup Racer. My first 911 experience. Awesome! I had never been on a track and I had never heard a 911 howl to the red line. I needed a 911!

In 2003, a '99 996.1 arrived and I told my wife, Kathleen, it was a family car; our daughters' car seats fit in the back. She thought I was crazy. I joined UCR and took the car to Shannonville, Cayuga, Mosport, and on many road trips. I loved that oil/gas/heat smell it gave off after a hard run. It would wake my youngest daughter if started in the garage and so I had to roll it outside in the morning!

Growing daughters, three cars for two drivers, and other circumstances led me to sell the 996.1.

My wife tired of me whining about missing the 911, constantly surfing Porsche Pre-Owned. So when a '10 997.2 Carrera arrived in 2013 with Pfaff

Tuning installed H&R sport springs and spacers, I bought it.

The Red Rocket is my decompression chamber at the end of a stressful day. Turning off the radio and listening to the engine, exhaust, and the tires...are often better than music. Spin the tach up a highway on-ramp and the day's stress vanishes.

We rejoined UCR. *Provinz* Magazine helps me stay current on local club events and Kathleen and I attend about half the Monthly Socials. We did a few fun runs last season, have six scheduled for this year and we attended two awards banquets. Track weekends are a weekend time issue; I track with DriveTeq at TMP and we're looking forward to getting even more involved in the club.



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TRACKTALK



Photo by 303 Imaging

By Dave Osborne, UCR Track Chair

May is one of my favorite months in the DE program. Not only is it the first DE Track Event, but it's the beginning of a new season. It's full of hope, promise and relief that the long winter season is behind us. There is nothing but blue skies, balmy weather and loads of grip ahead of us. This driving season will be filled with interesting people having tons of fun as they inch their way toward their personal driving style.

Occasionally we get a student who will repeatedly ask for the same Instructor. They either have compatible personalities, common interests or the teaching chemistry works well for them. While we try our best to serve our members, that long-term pairing isn't good for the development of the student. If there was one perfect Instructor we would all learn from him or her and then we would all be perfect. Of course that person doesn't exist even at the highest levels of the sport, so that plan just isn't possible. While all of our Instructors are encouraged to teach the same things in the same way, we all have parts of the program that we excel at and others where we are less than optimal.

A quick example would be one of my nephews and me. In identical cars Jason is absolutely fearless going down corner two. I'm old and fragile so I'm a little more conservative down there. On the other hand I could run into the back of him in corner eight. Don't ask me how he got in front of me, because I'll just start talking about gear ratios and put you to sleep. The point being that you would be quicker if you learned corner two from him and corner eight from me. Advanced Driver Education is just that. It's not about setting the track record or scaring yourself silly. It's about skill and competence. By learning a different skill set from a multitude of

Instructors, your personal driving style will be a culmination of all of the things you have learned from all of them combined. We are all born with natural self-preservation. It is very difficult to put the throttle down if you're not confident and comfortable. The style that you adapt as your own will be all the things that made you feel safe and confident.

The big three-day June event is coming up quickly so if you're planning on participating now is definitely the time to enroll. This action packed weekend starts out with our biggest Charity Event of the year as we invite hundreds of Down Syndrome kids, along with their families and support workers, to CTMP for the day. This event is supported by the Black and Red run groups who volunteer their own time and fuel to give track rides to hundreds of people. The organizers, headed by our own Jill Clements, David Forbes and Del Bruce provide entertainment and activities for all those waiting for their turn on the track. It's a heartwarming way to give back to the community.

The Friday Charity Event is followed by a full weekend of Advanced Driver Education, the Saturday evening annual Track Walk (with beverages) and a Lunch Time Lucky Draw on Sunday. The Track Walk alone is a good reason to attend this event. Our Chief Instructor takes a large group of eager "Trackies" on a 2 ½ mile walk around the Mosport/CTMP GP circuit and shares all the secrets of speed and grip. Sometimes the only way to experience the nuances of a track is to get really close to the surface and feel the elevation changes and imperfections. I never cease to be amazed at the improvement that the participants experience on Sunday after the Track Walk. It's an opportunity to see the track in a whole new light. Don't miss this event.

John Adam informs me that the 2015 Snell Rated

helmets are now available. So for those of you who have a 2005 Snell Rated helmet it's time to start shopping around. Your current helmet will be accepted until the end of this season, but must be replaced before inspections begin next year. Please be sure to check the expiry dates on any harnesses you might own as they are required to be replaced every five years unless they are DOT certified. I always find it strange that you can drive with a 30-year-old seatbelt, but harnesses that are twice the thickness have to be changed after five years, but those are the rules.

One of our members, Brad Rowse, was kind enough to arrange a discounted rate for our events at two hotels in Oshtemo. The Best Western and the Comfort Inn, both located at the Bloor Street exit off the 401 and recently renovated, are both offering PCA members a \$119 per night rate and all you have to do is mention Porsche Club of America. Both these hotels are conveniently located around plenty of restaurants and are less than 30 minutes from the track. This is just another example of the people in this Club helping out their fellow enthusiasts.

We're looking forward to another exceptional season of enjoying our Porsches together and we would like to share the experience with you. So sign up for all of the events you can manage to attend and make this a track season to remember.

See you trackside,
Dave



OOPS! Last month we incorrectly credited this photo from the UCR Ski Day. The picture was actually taken by UCR's Eshel Zweig. Our apologies for the mix-up!

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PERIPHERAL VISION



By John Adam, UCR Historian

Life is good at this time of year. The cars have been readied and our driver education season will get back on track at CTMP (Mosport). Take pleasure in the fact that the good weather is finally with us, summer is just ahead, and opportunities to take advantage of it abound.

PCA Zone 1 will host the Annual Zone 1 Clash at the Glen May 29-31. It should be a great club race weekend. This is a glorious opportunity to take a long, leisurely spring drive across New York just for the fun of it. Complete information is available on the Zone 1 website <http://www.zone1.pca.org>

Bookings are open for Zone 1 DE @ The Glen June 5-7, CVR at The Glen June 15/16 followed by Niagara at The Glen June 17/18. Up to seven days on track! The weekday events are less crowded than Zone 1, thus better track conditions. Some drivers will hang in until they run out of tires or something breaks.

Further afield, why not have a look at the Rennsport DE dates at Le Circuit Mont Tremblant and also various PCA dates at Mid-Ohio. Hotel rates are reasonable.

Next month Parade will be held in Indiana. We have 18 primary registrants. Each year UCR is on the list for a number of national awards. We have been recognized for our leading efforts for membership, charity, newsletter, website and members have received the Zone Reps Award and the Enthusiast of the Year Award as well as Region of the Year.

At Parade, we have made friends from the USA and Europe. Parade events are organized by world class experts. Believe me when I tell you that Parade goes **know** who we are based on some of our crazy antics. It's always fun.

We are spoiled by having a wealth of choices. Since we can't be away **every** weekend, we need to make our selections. So, what's on your schedule? It's time to get the P-car out and enjoy.



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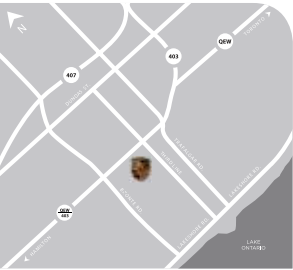
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