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The Journal of Upper Canada Region of the Porsche Club of America



FEBRUARY 2013

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

The Mart: <http://pcaucr.org/classifieds/>

Classified ads can be submitted through the website.



Cover photo: Brrrrr! Photo by Andreas Trauttmansdorff.



2013 Calendar of Events

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

JANUARY

8 Tues UCR Social See page 10 for coverage

FEBRUARY

12 Tues UCR Social
16 Sat Fun Run: valentines in Niagara-On-The-Lake

MARCH

1 Fri Ski Day, Osler Bluff Ski Club
12 Tues UCR Social
23 Sat Cayenne Fun Run: Sugar Shack Run

APRIL

9 Tues UCR Social
13 Sat Introductory Driving School, CTMP Training Facility
27 Sat Introductory Driving School, CTMP Training Facility

MAY

4 Sat Fun Run: Muskoka Spring Run
11-12 Sat-Sun Driver Education, "Swing into Spring", CTMP
14 Tues UCR Social

JUNE

1 Sat Fun Run: Porsche of London, Simcoe County
7 Fri Charity Event, Black & Red Run Group Training Day
8-9 Sat-Sun Driver Education, Track Walk Event, CTMP
11 Tues UCR Social
15 Sat Fun Run: Bear Manor Niagara Escarpment Run
15 Sat UCR Rally, Location TBD
16 Sun Yorkville Exotic Car Show
16 Sun Legends of the Autobahn, CTMP

28-29-30 Fri-Sat-Sun UCR Club Race & Advanced Lapping, CTMP

JULY

9 Tues UCR Social
12-13-14 Fri-Sat-Sun Driver's Education, Can/Am with NNJR, CTMP
19-20-21 Fri-Sat-Sun ALMS race and Porscheplatz, CTMP

AUGUST

13 Tues UCR Social
17 Sat Introductory Driving School, Shannonville
17-18 Sat-Sun Driver's Education, Shannonville

SEPTEMBER

6-7-8 Fri-Sat-Sun Targa Muskoka
10 Tues UCR Social
14 Sat Fun Run: Porsche of London, London Run
15 Sun UCR Concours, Location TBD
21-22 Sat-Sun Driver Education, Fall Colours, CTMP
28 Sat Fun Run: Muskoka Fall Run

OCTOBER

8 Tues UCR Social
19-20 Sat-Sun Driver Education, Oktoberfest, CTMP
26 Sat Cayenne Fun Run: Porsche-Abilities Family Run
26 Sat UCR Rally, Location TBD

NOVEMBER

12 Tues UCR Social

DECEMBER

10 Tues UCR Social



PRESIDENT'S FORUM



Walter Murray
UCR President

As I wistfully sit in my study looking at the gentle snow falling I can hardly believe our first Club event is just around the corner. It is Steve Revoy's first winter fun run "Valentines in Niagara-On-The-Lake" coming up on February 16. Way to go Steve! You can read about it in this issue and also get details online.

Everyone is working like busy beavers planning and organizing this year's events. David Forbes has already lined up ten Fun Runs, a record number so early in the year. Dave Osborne tells me DE has also had record sign up for this time of year. Even Targa Muskoka on September 6 through 8, has the applications flowing in. I don't mean to sound like a broken record, but sign up now or you will be disappointed.

Del Bruce is busily organizing this year's June 7th Porsche-abilities, an event sure to bring a tear to your eye as you watch the excitement and joy on participants' faces as they ride around Canadian Tire Motorsport Park. Concours dates are formalized, the Club Race set, and James King and his team are working hard on the spring Open House. Mario Marrello has an exciting year planned for Autocross. This year I am going to try it and all advice willingly accepted. Look out Mario.

Emily Atkins, our new Editor, is now a Provinz veteran, having cut her teeth on last month's issue. Way to go Emily. And Richard Shepard has our new website looking very professional. Mike Bryan's "Vision for the Future" Committee looking at where do we want to suggest taking the Club over the next five years is also well under way. Outstanding work by all, and we owe everyone sincere thanks. Next time you meet one of our volunteers, please take the time

to say thanks. I know they will appreciate the gesture.

So there is a lot planned for members, and I would encourage you to come out and try an event. Make sure you let us know how you found the experience. If you have a few hours to help out, please let Sheri Whitlock, our Secretary, know and she will add you to our Volunteer list. I assure you it will not be a penal assignment, but one I promise will be fun.

Congratulations also go out to Isabel and Ilker Starck with the birth of Sebastian Michael Starck on Dec 20, 2012. Isabel did try for Christmas day, but not to worry, I have it on good authority Sebastian will be out helping at the Club Race and watching his father race in, say, another 10 or 15 years. Isabel will be taking a few months off from running our Socials and serving as a Director, and we want to thank Rita Dimarco for stepping forward to cover the running of our Socials.

I always worry I may have missed thanking someone, so to all who work hard behind the scenes to bring you, the members, some great Porsche activities, my sincere thanks. You all do an awesome job.

Well, the snow is still gently falling and the meadow I look onto is very picturesque. Who says winter cannot be a pretty time of year.

'Til next month, all the best and drive safely.

Walter Murray



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Welcome! NEW MEMBERS

Membership stats submitted by Angie and Mark Herring, UCR Membership Chairs

Name	Location	Model	Thanks To
Kevin Anderson	Markham	85-911	
Martin Barkey	Huntsville	08-911 GT3 Cup	
Gary & Phyllis Barlow	Waterloo	97-Boxster	Furtmair Auto Services
Stalin Bharti	Toronto	13-Panamera	Downtown Porsche
Paul Boydell	Niagara Falls	86-944	
Larry Brenzel	Toronto	13-911	Downtown Porsche
Robert Burgess	Toronto	13-Cayenne	Downtown Porsche
Man Chi Chan	Richmond Hill	13-Cayenne	Downtown Porsche
Min Min Chen	Markham	13-Cayenne	Downtown Porsche
Michael & Mary Cianchetti	Maple	90-911	
Gerry & Marilyn Cornwell	Grimsby	06-Cayman	Web Site
Don Drone	Guelph	13-Boxster	
Taki Eliades	Toronto	13-911	Downtown Porsche
Wengsheng Fu	Toronto	13-Cayenne	Downtown Porsche
Spica Gad	Oakville	13-Cayenne	Downtown Porsche
Stephen Gidman	Toronto	74-911	
Robert Grainger & Jean Wright	Alliston	87-911	
Marc Henderson	Toronto	13-Cayenne	Downtown Porsche
Tim Hockey	Mississauga	13-Panamera	Downtown Porsche
Tatiana Jivova	North York	13-Panamera	Downtown Porsche
Roy Kao & Heather Begin-Kao	Oakville		Trf-In NNJ
Pirresh Krishnapillai	Mississauga	12-Cayenne	Downtown Porsche
Zeinab Layton	Toronto	13-Cayenne	Downtown Porsche
Lloyd & Gail Lazic	Oakville	13-Cayenne	
Paul Kenneth Lishman	Mississauga	13-911	Downtown Porsche
Mark Litwin	Toronto	13-911	Downtown Porsche
Anand Maharaj	Ajax	10-Cayman S	
Molder Mamyrkhamoua	Toronto	13-Cayenne	Downtown Porsche
Allan Mestel & Robyn Richardson	Mississauga	06-911	Downtown Porsche
Mark Morrissey & Rozmin Patel	Toronto	09-911	
Elie Mouzon	Toronto	13-Cayenne	Downtown Porsche
Peter Mutavdzija	Sunderland	06-911	
Guerman Nadjajou	Richmond Hill	13-Cayenne	Downtown Porsche
Jim Parker	Kingston	11-911 C4S	Downtown Porsche
Alexander Pettingil	Toronto	13-Panamera	Downtown Porsche
Jonathan Piurko	Toronto	12-911	Downtown Porsche
Deni Poletti	Toronto	13-Cayenne	Downtown Porsche
John Posan	Toronto	08-911 GT3 RS	
Mark Rodrigues	Bolton	02-911 T	
Beau Roy	Windsor	11-911	Downtown Porsche
Lisa & Steven Ruse	Campbellville	06-911 C4S	
Sandro Ruta	Mississauga	13-Panamera	Downtown Porsche
Leung-Kit Siu	Toronto	13-Cayenne	Downtown Porsche
Sara Solomon	Toronto	10-Cayenne	Downtown Porsche
Jeffrey & Tyler Sopik	Aurora	11-Panamera	
Scott Michael Stapleton	Toronto	11-911	Trf-In MNY

Name	Location	Model	Thanks To
Richard & Jane Stoneman	Toronto	05-911	
Lawrence Tepperman	North York	12-Panamera	Downtown Porsche
Robert Tomczyszyn & Maria Anghel	Maple	13-911	Downtown Porsche
Nak Tsounis	Oakville	13-Cayenne	Downtown Porsche
Anne Ullman	Toronto	13-911	Downtown Porsche
Marcus & Diane Van Bers	Jordan	70-911T	
Lindsay & Jason Van Wert	Toronto	72-911E	
Remo Zadra	Maple	94-911T	Robert Porter
Chuan Zhang	Toronto	13-Cayenne	Downtown Porsche

Congrats! ANNIVERSARIES

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Jack Boxstrom

20
YEARS

Ted Velikonja
Scott Wilkens



15
YEARS

Russ Gorochowski
Steve Pipilas
Ralph Schroeder

10
YEARS

RonaldChoi & Lily Leung
Munir Dharamshi
Mario Ervalho
Phil & Susan Greaves
Susan Hache

Dan & Ray Hutchinson
Norris MacPhadyen & Mairead Roche
Sorin Mezin
Ian & Barbara Sinclair
Dieter Tesschner
Kathleen Wong

5
YEARS

David & Matthew Arruda
Sajjad & Sadia Butt
Anne Cooper

Lloyd Duong & Leanne Ly
Walker Kalin
Rosey & Bruce Koivisto
Neil McCarthy
Christoph & Koreen Ott
Michael Penny
Arthur Quinlan
Andre Savoie & Karen Dillon
Susan Shiels
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2013 UCR SKI DAY

Osler Bluff Ski Club, Friday March 1, 2013



photos by Eshel Zweig

The date is set and we've ordered lots of snow and a sunny day. Please join us on March 1, 2013 at the beautiful Osler Bluff Ski Club for the annual UCR Ski Day. This event is open to UCR members, their family and friends. Ski Day is great way to start to get in shape for track season.

The private ski club (www.oslerbluff.com) is about one hour and 45 minutes north of Toronto when driving a Porsche, sometimes longer with other vehicles. The ski terrain provides more than 20 trails for all levels of ski ability, and possibly offers the best skiing and most scenic views in southern Ontario. High-speed lifts and the lack of crowds ensure your time on the mountain is essentially all downhill. The lift ticket cost for the day will be \$77.00 (including taxes) per person and would be paid upon arrival at Osler.

The Clubhouse offers excellent a-la-carte food service for both breakfast and lunch, or you may bring your own. If your ski gear doesn't pass your tech inspection any longer, Squire John's is right at the Club and rentals of ski, snowboard and safety equipment are available with advance bookings. For those in your group who may not be skiers, but still want to come along, pampering is available at the nearby Scandina Spa Blue Mountain (advance booking required) or shopping at Blue Mountain and historic downtown Collingwood. After a full day of skiing, everyone is welcome to an après-ski wine and cheese and warm fire at a nearby chalet.

Your host for the Ski Day is Don Lewtas. Please contact Don at donald@donlewtas.net to register or obtain further info.



THE WAY WE WERE...

30 Years Ago

Editor **Bruce Farrow** published the annual event schedule but Provinz was light on any news. An insert provided members the opportunity to renew their UCR membership for \$30/\$20/\$0. The difference was that you got reduced event rates and three free events for \$30. For \$20 you only got Provinz and for \$0 you were limited to Panorama. **President Hucker** was touting Zone 1 DE at Mosport and claimed attendance by a prospective thousand drivers. Somehow, I kinda doubt it actually happened. **Steve & Heather Megill** were "members of the year" for 1982. **Bruce Farrow** had parts for sale, as did **Steve Megill**.

25 Years Ago

Membership had grown in two years from 133 to 320. **Colin Black** and **John Adam** had just returned from Germany, where **Black** took a 300 km/hr ride in the Yellow Bird with **Alois Ruf** at the wheel. The Rothmans-Porsche race series drivers had a year-end banquet and we attended. **Jack Christie** came to Gasthaus Schrader to speak at the social. **Bruce Farrow** wrote Part II of rebuilding a 356 engine. Financial statement showed annual revenue and expenses of \$33k. **Harold Clark** completed his trip to New England with a Quebec stop at Les Trois Tilleuls, a fine hotel.

20 Years Ago

The older **Phil White** wrote about car crash technique. **Andy Wright** was one of fourteen new members. Then as now, **Dagmar Pegg** was welcoming members as they arrived at the monthly Social. **Bruce Farrow's** Classic Porsches covered plastic-bagging your Porsche for the winter. Is that product still around? **Ben Ciantar** showed us wiring diagrams. **Rupert Bramall** wrote about his experiences as a DE instructor. **David Pauloff** wrote a funny one about owning a rusty 356.

Contributed by John Adam, UCR Historian

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Isabel Starck
UCR Socials Chair

SOCIAL EVENTS

We look forward to seeing you at the next social and please remember to RSVP seven days in advance if you are going to attend. It will help with planning and make our events more successful. Socials are held on the second Tuesday of each month. Venues vary and will be updated on this page and on the UCR website. Meet and greet fellow members starting at 6:30pm. Dinner is scheduled to begin between 7:00 and 7:30pm, followed by the guest speaker.

Socials Chair Isabel Starck is taking a maternity leave. For details or more information on Social Events, please contact President Walter Murray. murray.dexta@gmail.com.

Upcoming Events

February 12th, 2012

Mimico Cruising Club, 200 Humber Bay Park Road West, Toronto, Ontario, M8V 3X7.
www.mimicocruisingclub.com; 416-252-7737.
Speaker: Carlo Fidani, co-owner of CTMP

March 12th, 2012

Mimico Cruising Club, 200 Humber Bay Park Road West, Toronto, Ontario, M8V 3X7.
www.mimicocruisingclub.com; 416-252-7737.
Speaker: Claude Sevigny of Meguiar's

April 9th, 2012

Mimico Cruising Club, 200 Humber Bay Park Road West, Toronto, Ontario, M8V 3X7.
www.mimicocruisingclub.com; 416-252-7737.
Speakers: GT3 Canada Cup Drivers/UCR Members

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JANUARY SOCIAL

918 SPYDER, LA AND THE NIGHT OF CHAMPIONS

UCR members who attended the January Social at the Port Credit Yacht Club, were treated to one of Laurance Yap's entertaining slide shows of his doings as Porsche Cars Canada's Director of Marketing. Laurance regaled the group with stories and pictures of the 918 Spyder, his recent visit to LA and Porsche customizer Magnus Walker, and the Night of Champions awards banquet in Germany.



Final exterior design of the 918 Spyder



Interior of the 918 Spyder prototype



918 Spyder prototype with the "Weissach package"



One of Magnus Walker's many vintage 911s.



Magnus with one of his project cars.



Entrance to the Porsche Night of Champions, held at Weissach



New 991 GT3 Cup



The roll cage in the new GT3 Cup enhances both safety and ease of entry/exit.



Rear end of the new 911 Carrera 4S.

All images by Laurance Yap

UCR TECH SESSION

Tech Editor's Note: Once again I wish to thank Pedro Bonilla for allowing us to publish his article on Gear Oil and Automatic Transmission Fluid. Pedro has a great way to explain what sometimes seem like obscure topics in a meaningful and relevant way. — George

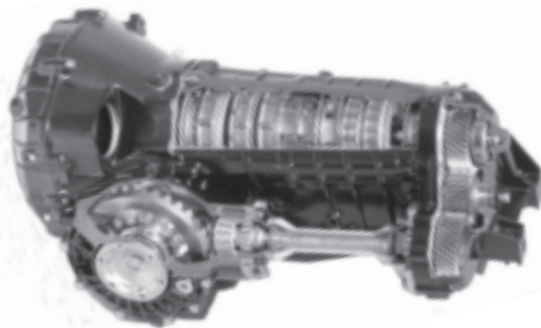
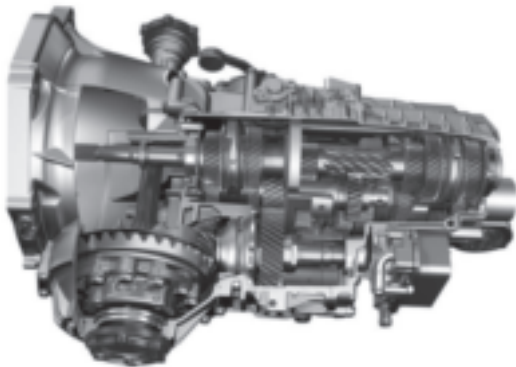


George O'Neill
UCR Tech Editor

Gear Oil and ATF

by Pedro P. Bonilla, GCR PCA

Another one of the neglected fluids in automobiles. It must be that it's out-of-sight, out-of mind, because the gear oil in modern Porsches is set to be replaced every 90,000 miles. Most modern Porsches aren't even close to that mileage (with few exceptions). First, all transmission fluid is not created equal. There is a difference between the Automatic Transmission Fluid (ATF) used in automatic transmissions and Gear Oil used in manual transmissions, because the transmissions themselves are quite different, as you can see.



ATF is typically coloured red or green to distinguish it from motor oil and other fluids in an automobile. This fluid is highly specialized oil engineered to perform in automatic and self-shifting transmissions. It is typically highly refined hydraulic oil, which must be made to conform to multiple tasks. Special additives must be included, such as: anti-wear, rust and corrosion inhibitors, detergents, dispersants, surfactants, kinematic viscosity and viscosity index improvers and modifiers, seal-swell additives and agents, anti-foam and anti-oxidation compounds, high-temperature thickeners, cold-flow



improvers, gasket conditioners, pour-point depressant and petroleum dyes. On the other hand, gear oil is a lubricant made specifically for transmissions, transfer cases and differentials in cars and trucks. In other words, it's for vehicles with manual transmissions.

Gear Oil is of higher viscosity to better protect gears and generally has a strong smell of sulphur. Most lubricants for manual gearboxes and differentials are hypoid gear oils. These contain extreme pressure and anti-wear additives to cope with the sliding action of hypoid bevel gears.



You also have a choice between Synthetic and Dino Oils. Generally, synthetic gear oils are used whenever mineral oils have reached their performance limit and can no longer meet the application requirements, for example, at very low or very high temperatures, extremely high loads, or in extraordinary ambient conditions. Synthetic lubricants continue to gain market share thanks



to their higher performance properties that more often than not trump higher costs. As in motor oil, the trick to getting the best out of your lubricant is by periodic changes based on time, mileage or continuous track use. To learn more about ATF and Gear Oil in general, please visit my website at: www.PedrosGarage.com Happy Porscheing, Pedro

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DAYS OF WINE & CHOCOLATE



Valentine's in Niagara-On-The-Lake Fun Run: Sat. Feb 16, 2013

Come and explore the decadently sweet and savoury art of wine and chocolate pairing. Visit the region's wineries to taste up to 28 VQA wines matched with chocolate-infused dishes from classically sweet flavour combinations to unexpected surprises. This is open to all UCR members and any vehicle may participate.

We will meet in Niagara-On-The-Lake and from there tour the area wineries. We will have lunch at Ravine Vineyard Estate Winery, continue on touring and then have dinner at the Bench Mark Restaurant at Niagara College and enjoy the Saturday Evening Special. "Every Saturday evening our students and chefs prepare a special Four Course Table D'Hote Menu for only \$45+ taxes and gratuities. Our students will also pair each course with Niagara College Wine for an additional \$15 per person+ taxes and gratuities."

The Fun Run is free, but to take part in the special wine and chocolate pairings at each winery, participants need to buy a touring pass for \$35 per person (plus HST). Passes entitle the holder to one VQA wine and food pairing at each of the 28 Wineries of Niagara-on-the-Lake.

Touring passes can be purchased at any of the 28 Wineries of Niagara-on-the-Lake or by calling 905.469.1950 or online at:
<http://wineriesofniagaraonthelake.com/days-of-wine-and-chocolate>

For more information or to register for the Fun Run, please contact Steven Revoy: srevoy@gmail.com. 905.837.8591.



photo by Eshel Zweig

USED CAR REVIEW

2008 Cayenne S

Five Years and 100K

Words and Pictures by Ronan McGrath, UCR member and Provinz contributing photographer

“It’s not a real Porsche.” “It’s a soft roader.” “It’s ugly.” I have heard many comments about the best-selling vehicle in the range. Here is the story of mine.

This is a poverty-spec Cayenne. No navigation system, nor sunroof, no extra leather, no premium sound system, no large wheels, nor air suspension. It has the V8 engine, heated seats, and Xenon headlights, all necessary for its role. From the beginning it was intended to work hard and it has. Having reached 100,000km, it has had a very varied life.

This SUV has never been garaged, and has been across very challenging abandoned mining trails in Arizona, deep Canadian snows, and numerous long-distance towing assignments with 5,000 lbs behind it.

Reliability has been outstanding. There was a single major recall for a fuel pump, which was done as part of a routine service. Apart from that, the only failures in five years have been a rear number plate light and a leaky windshield washer bottle. That’s it.

After countless miles on the highways of the US, I recently replaced the windshield which finally had one stone too many after several patches. It has never failed to start, even after sitting outside for weeks in the winter without being used. Up to about 20,000km it burned oil at the rate of around a litre every 1,000km, but that stopped completely, and it has burned zero oil between services ever since.

It is certainly showing some signs of wear. With a lot of miles on busy highways, and some off-roading through sharp cactus, there are numerous paint chips and scuffs. The right hand side of the driver’s seat has developed a few mysterious pinholes, the cause of which I can’t explain. It drives as if new, with no rattles or vibrations, despite its hard life. There is no rust anywhere.

Here are a few of the tasks it has performed:

Tow truck

In this role it is simply outstanding and can cruise at highway speeds with a loaded trailer, taking even long hills easily, though occasionally dropping to fifth gear. It is essential to fit a good trailer brake controller for this purpose, and Cayennes are quite difficult to get right in this regard. However, we have one and it’s fine now.

Offroader

I was very impressed by how versatile it is on tough roads. very challenging abandoned mining trails in Arizona, deep Canadian snows, and numerous long-distance towing assignments with 5,000 lbs behind it.

Dog transporter

The back seat folds down easily, and even with the seat up, is perfectly comfortable for even the largest dogs.

Winter beater

Even the deepest snows have been no trouble for the Cayenne. I do use a second set of rims with winter tires.



Long distance transport

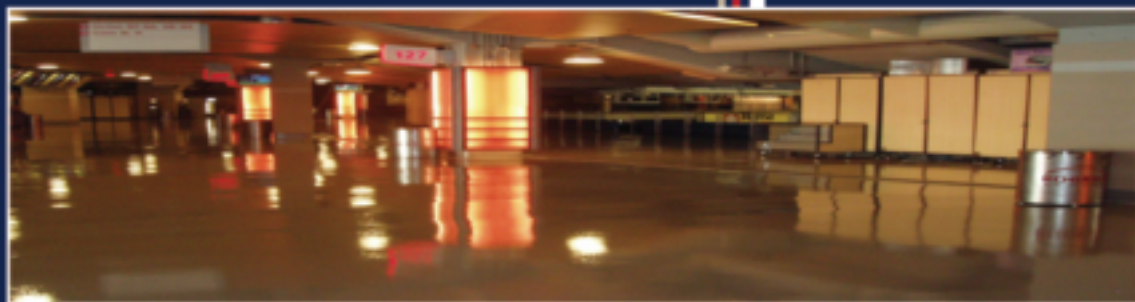
It has the handling of a good, fast sedan, with very low interior noise and extremely comfortable seats for journeys that stretch to 4,000km at a time. Steering is crisp and responsive, and braking is excellent. Fuel economy is not great, about 19 MPG unloaded, and 11.5 MPG with a loaded trailer.

Conclusion

The Cayenne S is a tough, comfortable, versatile and utterly reliable SUV, with both S and U actually being a very appropriate description for it. I intend to keep it until it is finally worn out, and I suspect that will not be in the near future. I have gone up 45 degree hills in low range, scrabbling slowly up rock-strewn trails and down the other side where there is no sky visible in the windshield. Although not quite as able as my Jeep, it as good or better off-road than any other SUV in its class.



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- Benjamin Franklin

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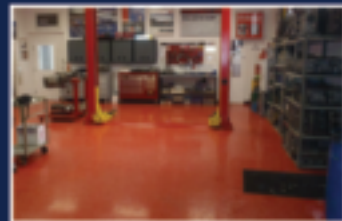
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I look forward to working with all our new hosts to make their Fun Run a great experience for them and their guests.

As Anne and I have found, hosting is a fantastic experience, with the gift of many great new friends.

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David Forbes, Fun Runs Chair

david.forbes@nbpcd.com 705 788-8828

2013 Fun Runs Schedule:

A fun run schedule can also be found online at <http://pcaucr.org/driving/fun-runs/fun-run-event-list/>. We will update as details become available.

- February 16:** Valentines in Niagara-On-The-Lake. A romantic wine and chocolate tour with lunch at a local restaurant. Steven Revoy, srevoy@gmail.com, 905 837-8591. (see full promo on page 17).
- March 23:** Cayenne Sugar Shack Run, Steven Revoy, srevoy@gmail.com, 905 837-8591.
- May 4:** Muskoka Spring Fun Run. David Forbes, David.Forbes@nbpcd.com, 705 788-8828.
- May 26:** Kawartha Fun Run. Peter Oaks, oakes102@gmail.com, 416 489-9773.
- June 15:** Bear Manor Niagara Escarpment Fun Run. Vaughn Warrington, vaughn.warrington@nbpcd.com, 905-541-2012.
- June 1:** Simcoe County Fun Run 2013, Porsche of London. Jennifer Nobbs, jenn@orilliavw.com, 705-325-6107.
- September 6-8:** Targa Muskoka. Walter Murray, murray.dexta@gmail.com, 705 646-1176, cell 705 394-8746.
- September 14:** Porsche of London. Diane Prior, diane@porschelondon.com, 519-601-1322
- September 28:** Muskoka Fall Fun Run. David Forbes, David.Forbes@nbpcd.com, 705 788-8828
- October 26:** Cayenne Porsche-Abilities Family Fun Run at Ganaraska Conservation area, inviting Porsche-Abilities friends and UCR families to join us in the SUVs for a forest fun run, hot chocolate, marshmallows and hot dogs over an open fire. Families can explore the forests, Halloween at Docville or the Jungle Cat World after lunch. Steven Revoy, srevoy@gmail.com, 905 837-8591.

MEMBERS' RIDES

944 Resurrection

Donor No More

by Andy DeRoos, UCR Member

For more pictures of Andy's 944 Restoration, please visit:
<http://pcaucr.org/february-2013-featured-photo/>

Hi, my name is Andy DeRoos. I'm 45 years young and have been a member of UCR since July 2002. I used to ride/race motorcycles before I bought my first Porsche. Becoming a father forced my hand to trading up to a car, and a 944 was a great transition. I have owned two 944s. I enjoy the track/autocross and social aspects of the club and this is the story of how I ended up with my current 944. My first car taught me a lot of what I needed to know to make the best of the second one. It's turned out to be a great car and I hope to own it for a very long time. I can't imagine not being a member of UCR, and having my car featured is an honour. I hope you like the story.



The car as it sat in the driveway for four months.



A great leaky "before" shot.

The engine donor car in all its glory.

I first got word of the car in November 2009 when I met a guy to buy a race seat from him. He casually mentioned he had a 944 that was in pretty good shape, but was now a parts car because the windshield was damaged, the engine had no oil pressure and he had sold the Fuchs (wheels for those not yet in the know) and the front and rear coilovers from it. He said he would like to get rid of it because it was stored on jack stands in a friend's garage for two years. He wanted about \$700 for it. I told him I was interested, but wouldn't be able to get it at the moment; I would contact him when I was.

In April 2010 I realized I needed some parts to get my '84 944 back on the road for the summer. I emailed the guy and he still had the car. I asked if he could send some pictures of it, which took some time again, and before I knew it, it was the end of May. I decided I was going to buy it, so I offered \$600, sight-unseen except for the pictures. I was hoping to get it, use what I needed and part out the rest.

He told me I would need some dollies or something to get it on a trailer, as it had no front suspension. Fortunately,

I could get wheels on the rear and just happened to have some spares to do it with. I got the dollies and on June 21, 2010 I went to pick up the car with my brother Darren (also a UCR member). When we first set eyes on the car, we were like, "That's not a parts car! Let's get it on the trailer before he changes his mind."

My mind was racing, what was I going to do? I had a 944 already and I wasn't going to be able to keep both. It took us three hours to load it and was worth every moment. By the time I got home, my brother was buying my '84 and I was going to rebuild the parts car. So I started sourcing the parts I needed and working on it whenever I had time. I had a lot of good stuff on the '84, which I would transfer over. My brother would just have to settle for the original parts.

The car is a 1985/2 and it had just 113,147km on it when I got it. I got lucky; I searched for a motor and found one with about 126,000km on it, in a car with an automatic transmission. The price was a little steep, but the motor started right up, didn't make any unwanted noises, and a compression test showed it was even across all four cylinders. Bingo! I was committed now. Of course when you are this deep into a project, a whole lot of stuff jumps out at you that you are not initially thinking about, but it only



Donor engine, still in its original place, about to be reborn.

makes sense to try and do it right. I ordered a ton of replacement parts and set about my four-month journey to putting this car back on the road.

Here's what I needed to get it on the road:

- Motor
- Lindsey racing oil pan baffle kit
- Gaskets (oil pan, exhaust, water pump, cooling)
- Seals (cam, balance shafts, main, oil pump, oil separator, oil cooler)
- Exhaust manifold needed to be welded as it was cracked in several places. Darren fixed it and it's still holding up
- Belts (timing, balance shaft, alternator, power steering)
- Hoses (heater, fuel, power steering)
- Clutch, flywheel refinished (I had wanted to do a lightweight SPEC clutch but didn't have the funds)



What I had to start with.

- I had a set of turbo front struts which I swapped for 944NA set with springs
- Brake pads
- Used rear rotors which were incredibly straight and in great shape
- Wheels (I bought turbo phone dials which were supposed to be straight, found out they were not, had them fixed and refinished.)
- Lug nuts (forged aluminum Porsche OE, used)
- Tires
- Inner fender liner for the front passenger side wheel well
- Fluids (VW coolant, Brad Penn oil, ATE brake fluid, Swepco gear lube)
- Windshield (got lucky and got an OE new replacement installed for a sweet deal)
- Shift lever leather boot replacement
- Lloyd's mats
- Momo Prototipo Steering wheel (from the '84); I now have an OMP deep dish wheel
- Koni yellows all around (from the '84)
- Turbo S sway bars (from the '84)
- Oxygen sensor
- Various new clamps and fasteners

The exterior of the car took only my amateur detailing-skills to get it where it's at today. I added a 3M clear bra kit to the front end to protect the original paint.

...continued on page 22





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...continued from page 21

My wife and young son were very patient and understanding during the process, and I am indebted to them both.

I did all the work myself, but special thanks goes to my brother, Darren, who with his excellent welding skills and resources helped me a lot. He did an awesome job welding in the oil pan baffle kit and fixed all the cracks in the exhaust manifold. He also helped with the engine install and sandblasted and painted a whole bunch of suspension and chassis parts for me. He also bought my '84, and is now a very happy Porsche club member, something he didn't think possible a few years ago. I love that we are able to do events together, it has made the last few years in the club awesome!

There are still a few things I want to do to the car. The dash lights are very poor but eBay has a kit to, supposedly, fix that. I built (with a lot of help from my brother again) a three-inch stainless exhaust with a Magnaflow muffler that sounds and looks great, but is a bit too loud for the street; I plan on putting a resonator in to tone it down a little. And there is a mass air flow/camshaft mod out there calling my name. Right now, however, home renovations are taking priority.

Other mods I have done include spring plate polybronze bushings, 28mm torsion bars, and 250lb Weltmeister springs in front. I also purchased a very red but super comfortable racing seat, which I install for DE and autocross. The only unwanted maintenance I have had to do was the head gasket/valve seals in June of 2011; otherwise the car has been very reliable and very enjoyable.

It was Mid-October 2010 when I finally got it on the road and WOW was I ever glad I had committed to bringing it back to life. The final result was way more than I had anticipated it to be. It confirmed what I already knew: Porsche builds incredible cars.

I hope you've enjoyed my story and I look forward to reading others. Thank you.



GOT A GREAT RIDE?

Share it with the club



Did you enjoy the story of Andy's car? Would you like to share the story of yours? 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

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ROAD TRIPS: Member photo of the month



This 1965 356C belongs to Roy Wright. The pictures were sent to us by Greg Martin, UCR Member.



ROAD TRIPS

Near or far, we want your car!

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



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OBJECTS OF DESIRE

The sum of its parts



photo by Will Chiu



Emily Atkins
Provinz Editor

My dead car is for sale. With each prospective buyer I grow a little more nostalgic. Every time I send the lovely pictures of the shining red car, a twinge of regret tugs at my heart. It's so much nicer a car than its successor. It's more beautiful, a better colour, shinier and more refined. Plus, the more emails and conversations I have about it, the more I realize what a unique vehicle it is.

Nostalgia won't bring it back, of course. But I have found a way to keep it alive—at least in part(s). Dead Red has become a donor. A couple weeks before Christmas I drove the replacement 944T to my brother's shop. We dragged Red in and carefully aligned my little fleet side by side. The cars look good together; the silver and red were seasonal and complement each other well. The proximity also highlighted their differences and in some ways magnified my sadness at losing Red.

I've never really worked on cars before, so this was a huge learning experience for me. It's amazing how much brute force is required for some tasks; there were times when I didn't have the strength needed to budge a tight nut. But there is also a lot of finesse required in some of the part reattachments.

The analogy to surgery is apt. Although no lives are in the balance while the work is being performed, the proper replacement of all the bits is crucial for a safe driving experience once the job is done. I admit to a little trepidation when we rolled the silver car out of the shop and took it for a test drive, but the brakes worked beautifully.

Sanding the rotors was the most satisfying part of the work for me. Scouring away the thick coating of rust with sandpaper revealed the shiny, dark surface, patterned with ventilation

holes. After a blast with the air gun and a quick de-dusting, the rotors were practically perfect. Bringing these parts back to a like-new condition was gratifying work.

In the driver's seat on the way home, it was like having the best part of the red car back with me. Those brakes have awesome stopping power, and make the car feel more powerful and sporty than it really is. They actually change my driving style, and possibly not for the better—at least when driving off the track. The big brakes encourage late application of the pedal, just because I can. When those big anchors grapple the car to a halt, the rapid deceleration provides as much of a rush as a quick corner or a skid-pad spin.

I loved the learning curve of this project and I love the fact that I'm able to continue using a part of my beloved red car. But it's also taught me a little detachment as well. For me, as a driving enthusiast but only a budding gear-head, I've always seen a car as a whole entity, something of a 'black box'. Now, however, I'm learning to see a car as something both more and less than that. As a complete, running vehicle it has personality. It's more than the sum of its parts.

But once you open it up and start swapping pieces, something changes. The act of moving the brakes from one car to the other has changed my perception. I've stopped looking at the silver car as the lesser vehicle; instead I'm considering what I can do to improve it. The red car is still beloved because of what it represents, but it's also in danger of becoming a donor of more than just its brakes. If anybody wants to buy it, they'd better move fast, before I get more mechanical skills.



TRACKTALK



Dave Osborne
Track Chair

A few years ago the Track Team started a program called the Track Sampler. Our goal was to invite people, who had misconceptions about the Advanced Driver Education Program, out to the track to experience what we actually do. Some people think we are hard on our cars, are racing each other, have no sense of self-preservation, just want to speed or are a closed group of a secret fraternity who don't talk to regular people and have our own language. In fact I'm breaking all the secret rules by talking to you about it now.

Cars that are "tracked" are mechanically inspected prior to each event. Cars that are driven to the movies aren't. Advanced Drivers develop a mechanical sympathy with their cars. They understand what the car is doing and why, so they can help each other drive quicker and smoother than is normally possible. That's not working against the car, that's working with it. It has nothing to do with what the driver in the next car is doing. It's never a competition. I'm old and I break easy. I have no urge to turn myself into a greasy spot on the track and I've been lapping for 20 years. Safety is always first. As for the secret fraternity, we want you to join us and tell us what you think. Here's how.

This season we are going to re-institute the Track Sampler Program for those of you who have any curiosity about the DE program. We've had to make some changes as the Porsche Club of America wouldn't allow us to take "Samplers" out in active run groups anymore.

So this is what the program will consist of now: You will find the Sampler Application on the website, which you complete, and fax or email directly to me. I must receive it one week before the event, as we have planning to do. You'll arrive at the track by 7:30am Saturday morning and report to Registration. There you will sign the waivers, pay your \$20 fee and

receive your instruction sheet. You proceed to the track restaurant where you will meet up with your lovely guide, Rosemary Adam. From then on Rosemary will guide you through the DE morning protocol. You'll attend Tech Line, have complimentary coffee and donuts, attend the Safety Meeting, Tower Operations, the Green Run Group class session, experience and participate in staging cars and join us for a complimentary Flagger's Lunch. Our Chief Instructor will then place you in an Instructor's car for your tour of the facility on track. Then we'll teach you the secret handshake. It's all in the program except for that last part.

The goal is for you to experience what it is that we do in the Advanced Driver Education program without having to make any investment yourselves. Even if you don't think the program is for you, by all means, come out and spend a Saturday morning with us. Find someone who has the same car as you and ask them about costs and reliability or just find out what a bunch of fun people we are. Either way, it's your program too, so come out and Sample it!

Speaking of safety, we had some discussion at the annual (pizza fest) meeting about a couple of issues that cropped up last season. As a result of some input from PCA National, a couple of them will appear on the 2013 Tech Form and must be checked by your Tech Centre. The first and most serious are the centre-lock wheels on GT3s. One of the technical bulletins from Porsche says that they need to be torqued with the wheels in the air. Since that can't be done at the Tech Line it will be the responsibility of the owner and the Tech Centre to make sure that the recall has been satisfied. They must also make sure that the wheels are properly torqued following the correct procedure.

The second issue is the old version of a plastic coolant fitting. If you own a GT3 it is in your best interest, as well as the poor guy behind you, to know that the fitting has been replaced. The failure doesn't just result in a loss of the engine, it can also result in a loss of grip. It won't matter if you're on the track or the 401 if the rear wheels step out on you, so make sure that the fitting has been checked and replaced. There will be an inspection box on the Tech Form for that item as well.

The last update has to do with GoPro cameras. Many driving enthusiasts will have received one from Santa or one of his many helpers. Around our family, they get attached to remote control cars and chase Beagles around the house, but you might want to record your laps for later when you're famous. Don't worry though: I'm not going to say something unfair, like you can't use them. However we do have to make sure that you and everyone else are safe on the track. The rules are simple. No cameras with suction cup mounts. You can mount your camera using the hard mount to your car, either inside or outside, provided it's properly secured. Corner workers don't want them flying at them, and I'm sure you don't want one rattling around inside your car.

Where the rules end is where your own good sense should begin. Anything in your car can become a distraction. Turn the camera on and then forget about it. No adjusting or posing while you're supposed to be steering and braking. Don't post your footage on YouTube or anywhere else your

insurance company or your ex-wife's lawyers can get it. It's also against privacy laws to post footage with other people's faces and plate numbers. The internet is full of videos of people strangely proud of the destruction they are causing. Why provide entertainment for people who only want to see you crash anyway? Don't use any timing feature that may be available, as our events are strictly Driver Education and not a timed event. If you time a lap at a DE event you will not be invited back, as that is a clear violation of our insurance regulations.

One of the things I love most about our Advanced Driver Education Program is the enthusiasm that our members bring to it! (I put an exclamation point there to show my enthusiasm). Once again our Registration System, designed by Peter Carroll, opened itself on the stroke of midnight on New Year's Eve. Twenty seconds later Francois Faust signed up for every event that he's qualified for, followed by Charlie Croskery, six seconds later. My congratulations and thanks to both of them for their continued support for our events. I was also gratified in the morning when I noticed that we already had fifteen new individuals signed up for the IDS program. These members are the future of our program and we're so glad they've decided to join us in our secret society.

You will soon be trackside,
Dave



Because not everyone drives like you do.

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As president of Segal Motorcar Company, Jeffrey Seigel is passionate about cars, but he is also equally passionate about the relationships he maintains with his customers—not only for today, but more importantly tomorrow.

SEGAL Motorcar has grown over the last 28 years into one of the largest independent pre-owned Porsche dealers in North America, and they attribute this success to their unique style of doing business.

For SEGAL Motorcar, the quantifier of success is receiving a referral, from a referral, from a referral. "When you do it right with one person, you will sell to many other people," Jeffrey explains.

At SEGAL Motorcar it is the experience that matters, beginning with the first moment a potential client walks through the door. SEGAL Motorcar boasts a team of employees whose core has been together for over 20 years. They all share the same energy and passion. "We all believe in the same core values, sharing the same philosophy. We treat everyone the way we would expect to be treated. We are enthusiasts who are fortunate to work with enthusiasts, our clients!" Jeffrey says.

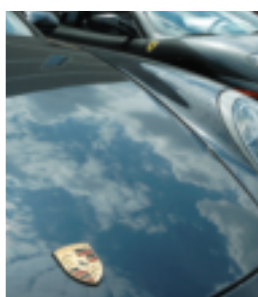
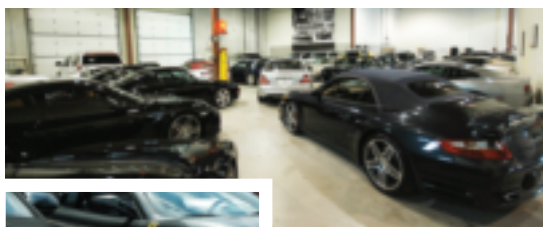
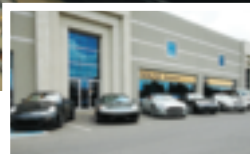
Located at 1641 Langstaff Road in Concord, SEGAL Motorcar has between 80 and 100 pre-owned vehicles in stock at any given time. From a vintage 356 or 911, up to

a nearly new Cayenne or Panamera, they have something to fit the taste and budget of any Porscheophile. Although they do carry other German, British and Italian marques, their core business has always been Porsches. "They are manufactured and engineered to be state-of-the-art, but represent outstanding value, and to some people's surprise, are not beyond their budget's reach. Many times the pre-owned Porsche built ten years ago has, at its core, technology and innovation that mainstream new cars are just acquiring today," Jeffrey explains. It is this focus on value that keeps clients returning.

With the advances in advertising and technical information available on the internet in the last ten years, the customer who walks through the door now is more educated than ever and SEGAL Motorcar loves it. "Some new clients are still cynical from their previous experiences elsewhere. We do get some customers who come in skeptical, even afraid. Our first aim is to always put the client at ease and in the right frame of mind. This can be a simple business where what you see is what you get, and that is our goal. We may not be the least expensive out there, but our aim is to always give you the most value for your money by providing superior quality cars with pristine histories."

SEGAL Motorcars' core business is repeat and referrals, but they always put the effort in as if it is a client's first purchase. "It is not uncommon for the first-time Porsche buyer to come in and be bewildered by our selection of product. As we all know a 911 is not just a 911," Jeffrey suggests. "Most often it takes two or three visits for the client to refine their requirements and decide what is important to them, C2 or C4, Coupe or Cabriolet. Maybe they just have to have full leather interior. The core of our job is to help the client make the best choice possible, using our combined knowledge."

The fun and low-stress atmosphere of the dealership contributes to this. With all the vehicles indoors, and climate controlled, there is no pressure and clients are free to browse the current inventory at their leisure. Our aim is to create a wonderful experience, without intimidation, working with our clients before, during, and especially after the purchase.



THE PORSCHE-PHILE

Neil Dowdell

Cars: 1987 944 Turbo;
2005 911 Turbo S



Neil Dowdell
UCR Member

Neil Dowdell was born in Toronto and now lives in the Ancaster area. Neil retired at 55 after a career that included working for both CIBC and the Royal Bank before joining Ford Motor Company as a financial analyst.

His love of cars began very early, with rides in his father's Jaguar XK140 DHC. Later came an Allard J3R. Neil began racing in a much-modified Mini Cooper at Mosport and the old Harewood circuit. He progressed to a Camaro and travelled to more circuits around the area. Other rides included a one-off in a Cobra and a Formula 5000.

Following a bad crash, and a with new wife, he quit racing and concentrated on raising a family. He has two wonderful sons: Christopher (a teacher) and Jon-David (a senior manager with Bell). Following a succession of cars, he bought a Porsche 944 Turbo, with the intent that it would be the winter car for their Florida home. It now resides up here, along with a 911 Turbo S.

Neil joined UCR some nine years ago, and has been active in fun runs, the club race and occasionally helping out at a DE event. Other interests include travel, his well-known gardens, along with three Great Danes and five cats.



As some members know, Neil is a cancer survivor along with now being bionic, with a double hip replacement. He intends to be an active UCR member for a long time.



ARE YOU A PORSCHE-PHILE?

Join in our new member profile page!

If you'd like to be profiled here or would like to suggest someone else who should be, please get in touch with Emily Atkins, porschemily@rogers.com.

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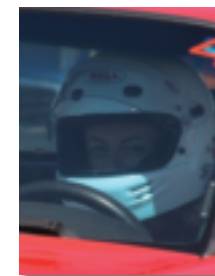
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THE STEERING COLUMN

A family affair



Emily Atkins
Provinz Editor
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Family day falls this month and it turns out we have a family theme in this issue. Andy DeRoos credits his brother Darren in the excellent story of his 944 rebuild on pages 20 and 21. In Objects of Desire I recount doing work with my brother on my 944s.

There are a lot of family stories around these cars of ours. They get passed down from parent to child, couples share a car at Driver Education or drive rallies together. Sibling rivalry knows no bounds at the track or autocross, and the occasional squabble can break out over who gets the keys when families travel together in their Porsches.

When they work together, Porsche families are powerful. The club honours one each year at the annual awards gala. In 2012 it was Jill Clements-Baartman and Steve Revooy who won the award for their enthusiastic participation in many events and their leadership in creating the Porsche-Abilities

charity event and the SUV Fun Runs. Congratulations to Steve and Jill for the fine example they set.

As editor of your magazine, I'd like to encourage you to share your family's Porsche stories with the club through Provinz. Cooperation and competition, levity or love—we want to hear all about your Porsche family and how it fits in with the big tribe we call this club. Please get in touch with me to share your stories.

In closing it's also my great pleasure to release some late-breaking news: Our UCR family has grown so much that we've been once again recognized as the PCA region with the largest actual growth in 2012, with 112 new members. We'll have more on this in the March issue, but for now, congratulations to all in the club who help make our consistent success in this area a reality.





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PERIPHERAL VISION



John Adam
UCR Historian

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

Panorama carries the registration details for Parade 2013. Remember, Parade registration can be completed online. Be ready. There is always a capacity limit. Anyway, it's planning time and we need to arrive at Traverse City in time for the events starting June 23 and then rush back for the UCR Club Race the following weekend; we can't miss that. For us, it means a hasty departure from Parade on Thursday morning. Club Race duty starts on Friday at 0800.

If you want to join us for any part of the fun, we would be happy to have you along for the ride. Put it on your new 2013 calendar. Driving? It is a mere 675 km to the resort.

Looking further ahead, the 2014 Parade will be in California. Not as easy for us easterners. We had a great time when it was last in Michigan because a lot of UCR members attended.

The eastern edition of PCA Tech Tactics is to be held February 23/24 in Easton, PA. It used to be a Zone 1 weekend in Connecticut. More

technical and less social now. I haven't attended since the format changed but then I am not a techie. Great winter event for those who are.

Coming up in May is our trek south thru the Rockies from Edmonton toward the BC wine region and then onward from Kelowna to a long weekend with Vancouver Island Region at Black Rock Resort in Tofino. Thanks go to Mike Bryan for helping with the route instructions.

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

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

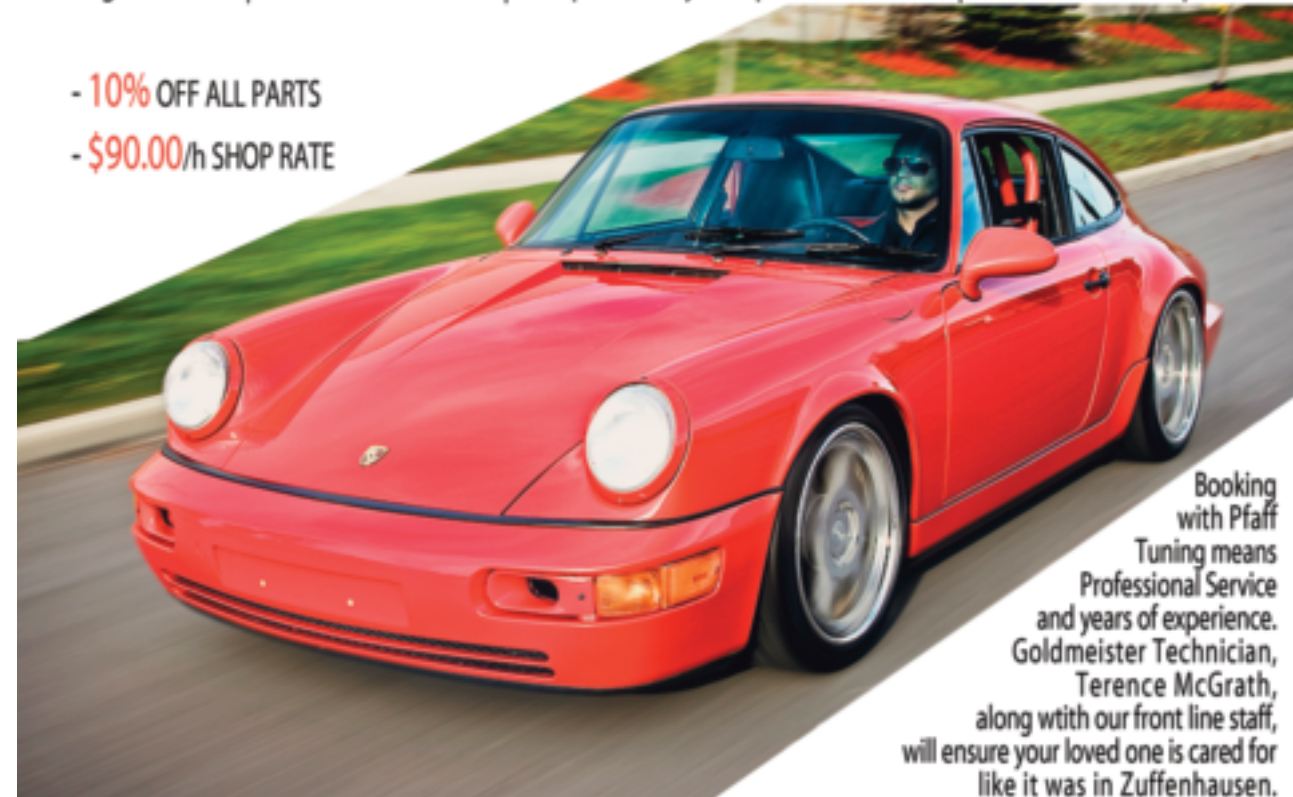


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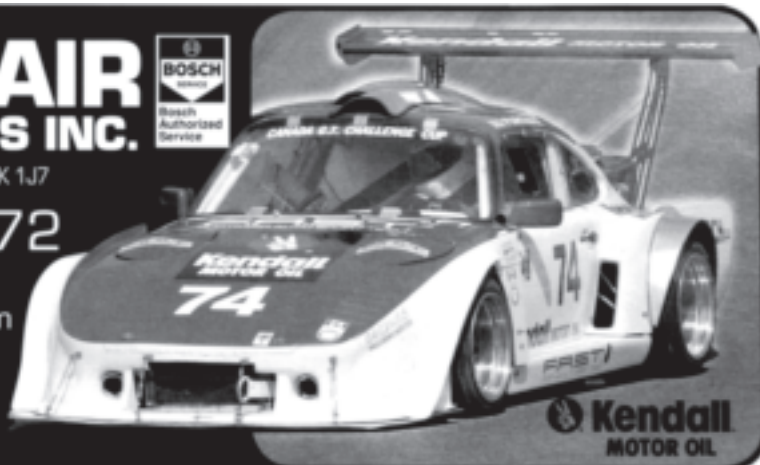
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