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





OCTOBER 2013

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Board Minutes: http://pcaucr.org/ucr-board-minutes/

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

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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

MARCH			19-20-21	Fri-Sat-Sun	ALMS race and Porscheplatz, CTMP
1	Fri _	Ski Day, Osler Bluff Ski Club	28	Sun	Fun Run: Collingwood
12 23	Tues	UCR Social	28	Sun	Autocross: Toronto Star,
23	Sat	Cayenne Fun Run: Sugar Shack Run			Vaughan
APRIL			AUGUST	'	
9 13	Tues Sat	UCR Social Introductory Driving School,	3	Sat	UCR Rally, Bakhtar Kabab Restaurant, 5925 Tomken Road, Unit #1.
		CTMP Training Facility	13	Tues	UCR Social
20	Sat	Open House: Launch into Spring, Markham Fairgrounds	17	Sat	Introductory Driving School, Shannonville
27	Sat	Introductory Driving School, CTMP Training Facility	17-18	Sat-Sun	Driver Education, Shannonville
MAY		OTHER TRAINING FACILITY	25	Sun	Autocross: Toronto Star, Vaughan
4	Sat	Fun Run: Muskoka Spring Run	SEPTEM	RFR	
11-12	Sat-Sun	Driver Education,	7-8	Sat-Sun	Targa Muskoka
	_	"Swing into Spring", CTMP	10	Tues	UCR Social
14 19	Tues Sun	UCR Social Autocross: Toronto Star,	14	Sat	Fun Run: Porsche of London, London Run
25	Sat	Vaughan Fun Run: Beaver Valley	15	Sun	UCR Concours, Moser's Grill, Guelph Line, Burlington
26	Sun	Fun Run: Kawartha	20	Fri	Braidan Tire / Michelin Charity Day, CTMP
JUNE			21-22	Sat-Sun	Driver Education,
1	Sat	Fun Run: Porsche of London, Simcoe County	0.0	0.1	Fall Colours, CTMP
7	Fri	Charity Event, Black & Red Run	28	Sat	Fun Run: Muskoka Fall Run
		Group Training Day	OCTOBER		
8-9	Sat-Sun	Driver Education, Track Walk Event, CTMP	8	Tues	UCR Social
11	Tues	UCR Social	19-20	Sat-Sun	Driver Education, Oktoberfest, CTMP
15	Sat	Fun Run: Bear Manor Niagara Escarpment Run	26	Sat	Cayenne Fun Run: Porsche- Abilities Family Run
15	Sat	Legends of the Autobahn, CTMP	26	Sat	UCR Rally, Bakhtar Kabab
16	Sun	Yorkville Exotic Car Show			Restaurant, 5925 Tomken Road,
28-29-30	Fri-Sat-Sun	UCR Club Race & Advanced Lapping, CTMP	NOVEME	BER	Unit #1
			12	Tues	UCR Social
JULY			23	Sat	Annual Banquet
9	Tues	UCR Social			•
12-13-14	Fri-Sat-Sun	Driver's Education, Can/Am	DECEMBER		
		with NNJR, CTMP	10	Tues	UCR Social

PRESIDENT'S FORUM



Walter Murray UCR President

s I write this, it is Tuesday, Sept 10th after Targa Muskoka which ran Friday September 6th to Sunday Sept 8th. I am pleased to report this sold-out event went well. New members Joan and Morley Bercovitch chronicle the event in this issue of Provinz. As with all events, a number of dedicated volunteers make it happen and I extend my thanks to John Adam for running registration, Mario Marrello for developing a new electronic score sheet, Sajjad Butt, our international rally master for his advice and counsel, and Michael Coates, our world-class photographer for capturing the

Coming up at our social on November 12, 2013 is our election of Officers and Directors. You will see later in the magazine those proposed by the Board's Nominating Committee. Having had the pleasure of being your President over the past year, I want to say a heartfelt thanks to the current Board for their outstanding contribution and support, namely, Art Quinlan, Vice President; Mario Marrello, Past President and Autocross Chair; Sheri Whitlock, Secretary; Robert Moniz, Treasurer; Kye Wankum, Director of Communications, Concours Event Chair and master of many other tasks; Del Bruce, Director; Mike Bryan, Director; David Forbes, Director and Fun Run Chair: Horst Petermann. Director; and Isabel Stark, Director and Socials Chair.

Then there are Emily Atkins who does such an outstanding job as Editor of Provinz, supported by Garth Stiebel, Managing Editor; Eshel Zweig, Photo Editor; and Michael Coates, Club Photographer; Richard Shepard, our talented awardwinning Webmaster and Co-Chair, Concours; David Osborne, DE Chair and Stephen Goodbody, Chief Instructor, who run the best DE Program in PCA in a seamless, efficient manner; Laurel Ward and Kathleen Wong who assist

Isabel in organizing ever-interesting Socials, and will take over as new Social Chairs for 2014; Mike Edmonds, for another very well-run and successful Club Race; Chris Ralphs, Concours Co-Chair; John Adam, our revered Historian, Banquet Chair and also a master of many other supporting activities; Angie and Mark Herring who so diligently handle our membership process, along with Ken Jensen, Membership Retention Chair and Porsche Club of America's Beta-tester for the new PCA membership database; Mark Solomon, Open House Chair; Jennifer Webb, our dedicated Zone One Rep; Sajjad Butt our Rally Master; and George O'Neill our Tech Editor.

What a team! They are supported by so many others in making PCA-UCR such a great club. To all, an outstanding job and a great big thank-you.

Mark your calendars for Saturday November 23rd, our year-end banquet. This will be an evening of celebration, where we will give recognition to members, sponsors and Dealer Principals who enable us to deliver the "Porsche" experience. We will be welcoming and hearing from Alexander Pollich, Porsche Cars Canada's new CEO (Joe Lawrence is now COO North America), with another very special guest and UCR member, Sondra Radvanovsky. Sondra's talents have taken her to the pinnacle of operatic music, where she is considered to be one of the very best sopranos in the world. She is a protégé of Placido Domingo, and we are honored to have her fit our event into her busy schedule. The banquet will be at the Riviera Parque in Vaughan. The venue's foyer has the capacity to display three Porsches, one of which should be the new 911 Turbo. Capacity is limited, so don't be disappointed—sign up early.

Until next month, drive safely.

Walter Murray





Welcome! **NEW MEMBERS**

Name	Location	Model	Thanks To
Jihad Abouali	Toronto	14- Cayman S	Downtown Porsche
David Acanne	Tecumseh	14-911 S	Downtown Porsche
Srinivas Adapa	Richmond Hill	13-Cayenne	Downtown Porsche
Thomas Arndt & Janet Logan	Toronto	09-911 C4S	Garth Stiebel
Rick Austin	Amherstburg	13-911	Porsche of London
Marc Bergeron	Niagara on the Lake	13-911-C4S	Downtown Porsche
Scott Bodo & Mary Iantorno	Oakville	05-Boxster	Mantis Racing
Gerry Brown & Suzanne Dodge	Prescott	82-924T	Trf-In Rennsport
Leo Campione & Joe Delguzzo	Burlington	05-911	Mantis Racing
Philip Christopher & Mark Carpani	Richmond Hill	97-911	
Glenn Coghlin	St. Mary's	06-Boxster	Porsche of London
Sherry Darvish & Mark Filice	Toronto	14-Boxster	Downtown Porsche
Chris Davies	St. Thomas	14-Cayman	Porsche of London
Raissi Golan Dehkordi	North York	13-Panamera 4	Downtown Porsche
Hany Demian	Mississauga	14-Boxster	Downtown Porsche
Jay & Joanne Diament	Toronto	13-911	
Gerald Drennan	London	13-Boxster	Porsche of London
Cindy Fan	Toronto	13-Panamera	Downtown Porsche
Jeremy Freedman	Toronto	14-Cayenne GTS	Downtown Porsche
Ronald Goldenberg	Toronto	14-Boxster	Downtown Porsche
Carlton Grant	Ajax	14-Cayenne	Downtown Porsche
Rose Grifone	Toronto	09-Cayman S	Downtown Porsche
Tankut Gundogov	Toronto	13-Cayenne	Downtown Porsche
Paul Hayman	London	14-Boxster	Porsche of London
George Ho	Willowdale	14-Cayman	Downtown Porsche
Jonathan Ho	Markham	91-911 C4	
Nahela Kabrossy	Chatham	14-Cayenne	Downtown Porsche
Andrew Kossman	Toronto	14-Cayenne D	Porsche of London
Ali Klzilbash	Mississauga	13-Panamera	Downtown Porsche
Kelvin & Aaron Kwan	Richmond Hill	14-911C4S	Downtown Porsche
Conrad & Rita Lemeiux	Etobicoke	06-911	Downtown Porsche
Paul Ling & Miranda Ong	Toronto	13-Panamera 4	Downtown Porsche
Bill Liu	Mississauga	14-Cayenne	Downtown Porsche
Johnny Liu	Markham	14-Cayenne	Downtown Porsche
Bernard & Sandra March	London	05-911	
Aldo & Mima Marcuzzi	Lasalle	08-Boxster S	Downtown Porsche
Gerhard Metzger	Hensall	11-911	
Brian Murray	Oakville	09-911 C4S	Downtown Porsche
Jerry O'Brien	Chatham	13-Cayenne	Porsche of London
Daniel Omale	Toronto	14-911	Downtown Porsche
Kim & Alexine Papp	Waterloo	05-911	
Mike Paquete	Cambridge	99-911	Mantis Racing
Robert Prusic	Brampton	86-944	Internet
Shi Fen Qin	Scarborough	14-Cayenne	Downtown Porsche
Bob Reid	London	12-Cayman	Porsche of London
1010	_0.10011	12 34,	. C.CC.IC OI LOIIGOII

Elizabeth Ridout	Toronto	14-Cayenne
Andrey Rukosuyev	Thornhill	04-911 C4S
Nicholas & Ashley Russo	Woodbridge	98-911
Jeremy Sandler	Concord	02-911 GT2
Mark & Cheryl Savory	St. George	03-911
Гhomas & Regina Seidel	Scarborough	08-911
Robert Smith & Katharine Wood	Toronto	07-911 4S
David Steuer	Toronto	06-Boxster
Nirosan Thanabalasingham	Markham	14-Boxster
Scott & Hilary Thomas	Pickering	02-911 T
Khon Sum Tieu	Brampton	12-Cayman
Benjamin Vaughan	Ottawa	13-911 C4S
Jenny Higenia Vaughan	Orleans	13-Cayenne
Gloria Veerasuntharam	Toronto	13-Panamera 4
Yohana Wahba	Mississauga	14-Cayenne
David Willett & Carol Gray-Willett	Niagara on the Lake	85-928
Mark Yeung	Toronto	14-Cayman S
Stephen Yeung	Markham	14-Boxster S
Edward Youngs & Matthew Carse	Kitchener	07-Boxster
3i Zhiwei	Oakville	14-Cayenne Turbo

Congrats! ANNIVERSARIES

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55_{YEARS} Sorjo & Aira Ranta

35_{YEARS} Bruce Farrow

25_{YEARS} Gustavo Martinez Joel Reiser

20_{YEARS}

Andrew Sue Chue

Donald Crumb Michelle Martinez Mark & Lucia Rubel Susan Sommerville Toni Wankum

10_{YEARS}

Ian Brueggemann Robert Resnick Jonathan Toll & Jacqueline Heffernan



5YEARS

Brad Aitken Michael Broccolo John Heppler Paul Jensen Bianca Polsinelli Joe & Lilly Saraceni Ken Smyth & Lilli Chevrier

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







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THE WAY WE WERE...

30 Years Ago

President **Phil Hucker** announced a new regime would be taking over in the new year. *Provinz* covered "Performance Day" with several pages of photos and included a number of reprints. This issue represented the end of an era.

25 Years Ago

We had become incorporated after a three year legal effort by **Joseph Fantl**. The awards banquet was \$35. Our Social was at Le Papillon. There were 450 members and (now) director Kye Wankum joined. We had 42 percent of the PCA members in Canada with the PCA total at 27,911. A single day Shannonville DE event was \$55 and would end the season. Bruce Farrow wrote about his vintage race, which included Jack Boxtrom, Harry Bytzek, Walt Mackay and Dan Proudfoot. Parade review was all about Colorado Springs and the mis-adventures along the way in the Fantl 911 Lawnboy, now owned by Andy **Wright**. We came home with a first place award for *Provinz*. Amazingly, **Rosemary Adam** brought home a tech quiz trophy for the second time. **Bruce Farrow** was selling parts and **Steve Megill** had wheels for sale. Fred Dubee, Porsche Division Manager, was Awards Banquet speaker and his subject was "Future Directions for Porsche". My, how the world turns.

20 Years Ago

Elections were the lead story. The Awards Banquet was at Movenpick on York Street and the price was \$65. Dave Pateman was organizing the ninth annual 914 Day in Burford. Rick Bye and Wayne Spiegelberg became members and Bruce Farrow was celebrating 15 years membership. The DE team hosted an Instructor Day which included (the old) Phil White (we have two), Richard Spenard, Ludwig Heimrath, Larry Caruso, Rick Bye and others. Ben Ciantar wrote a still-relevant item about helping your mechanic with diagnoses. The ladies enjoyed an all-ladies DE day at Mosport. Rally Rick Metcalfe reviewed Cincinnati Parade, where **David Gaunt** trophied for *Provinz*. That's the parade where UCR attended the Thursday drag strip event in DRAG. Rosemary Adam trophied in the Tech Quiz . . . again.

Contributed by John Adam, UCR Historian

Sondra Radvanovsky to appear at Awards Banquet

ew members know that we have an acclaimed opera star in our midst. Now, we have the opportunity to learn of her advancement to the world's top stages over the past couple of decades.

Born just outside of Chicago, Sondra Radvanovsky's family relocated from Chicago to Richmond, Indiana, when she was eleven. She began to take voice lessons around that time.

Sondra harks back to her memory of the public television broadcast of Tosca she witnessed at the age of eleven, which first piqued her interest in opera. "I pointed to the screen, and I said to my mom, 'I want to do that.' She said, 'Right, honey. That's good. Go eat your Cheerios."

Sondra sang her first full opera role, Mimì, in Richmond at the age of 21 and remembers being asked to sing softer as she was drowning out the orchestra.

The soprano also counts her frequent colleague Plácido Domingo as a particular champion of her career. We started rehearsals for Cyrano on my 35th birthday," says Radvanovsky. "Plácido singing happy birthday to you — it doesn't get much better than that. That was the day that I told him the story about seeing him on TV when I was eleven, and telling my mom that I wanted to sing with him one day. And, of course, I started crying...and it was just lovely."

Opera News said, "On the outside, Sondra is all toothy smile and good cheer, yet there seems to be an underlying melancholy about the soprano — a mix of professional disappointment, personal tragedy and maybe even travel-induced fatigue that at her best moments can seem to endow her characterizations with a poignant vulnerability and at other times might make her

UCR member and opera star to recount a stellar career

By John Adam

seem out of place and coolly disconnected onstage." Indeed, the impression comes into focus as Sondra speaks about the repertoire she has specialized in. "I don't like singing happy stuff. I'm not funny. I'm a very happy person in life, but I don't like being happy onstage," she continues. "I have had a lot of great sadness in my life, and maybe that's my way of dealing with it."

Sondra fractured her arm onstage in San Diego when Ferruccio Furlanetto [bass] inadvertently stepped on her dress's train as he threw her to the ground. "I went up and then I went down—right on my outstretched arm. I heard it go crack, and everyone in the audience took this collective gasp," she says. "I had to finish the scene, and I was crying. Ferruccio walked offstage and he said, 'Sondra, that was just so moving, your singing.' And I said, 'My arm is broken!"

Questioned about the physical preparation for a role, "We work all the time, we are like athletes. It's like a ballet dancer doing the same stretches that he does every day before a show. An opera singer does the same. You have to warm up the muscles in your throat, warm up the upper body, the diaphragm, everything and get the body awake and ready to sing. I do a set of vocalizes, it usually takes half an hour, I try to do it every day, except the day after a show."

"Maybe the Americans want to own me. But the funny thing is I live in Canada and I'm married to a Canadian-and-British husband, so yes I am American by birth, but I don't feel American really, it's very international. I think of myself more as a Canadian in a way. We're never home, you know."

Sondra Radvanovsky and her husband Duncan Lear now make their home in Caledon. Sondra says she enjoys the area's relative quiet and seclusion

Learn more at http://www.sondraradvanovsky.com/





SOCIAL EVENTS

e 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.

Isabel Starck UCR Socials Chair

For details or more information on Social Events, please contact UCR Socials Chair Isabel Starck at: isabelpca@gmail.com

Upcoming Events

October 8, 2013 6:00 pm

Tour of the new world-class Porsche Centre Oakville, which opened in September 2013. Porsche Centre Oakville is Canada's 15th Porsche Centre and is part of the Policaro Automotive Family. The facility has approximately 53,000 sq. ft. of space, with a 22-vehicle showroom. Location: Porsche Centre Oakville, 2250 South Service Road West, Oakville, ON L6L 5N1

November 12, 2013 6:00 pm

Speakers: Tam Seto, Senior Consultant and Robert Moniz, Canadian General Manager and Vice President of Sales, GlassHouse Systems Inc.

Our November Social will feature the intriguing topic of Telematics, technology that allows an insurer to track the driving behaviour of a customer by installing a device within the vehicle to track acceleration, cornering, speed and braking. These on-board devices, together with cellular networks, are providing the communication infrastructure to the insurers. In the near future, geo-mapping will be included to pin-point these driving behaviours on maps. Tam Seto, senior consultant with GlassHouse Systems, will outline where the industry currently lies as well as where it seems to be trending.

This is also our UCR Election Night and you can vote in person and hear the election results for your UCR Board of Directors and Executive for 2014. Space is limited. Please RSVP to: social@pcaucr.org

Location: The Musket, 40 Advance Road, Toronto, Ontario, M8Z 2T4, www.musketrestaurant.com, 416 231-6488.



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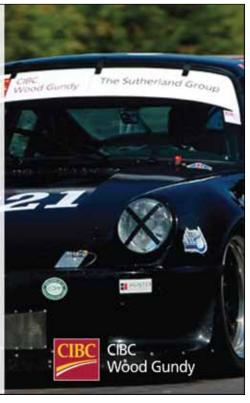
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SEPTEMBER SOCIAL

Urban Outlaw at OnWall Solutions

By Kathleen Wong, UCR Member

ur September Social was hosted by OnWall Solutions, a company founded in 2003 by Ron Binder and Gav Givon, specializing in garage makeover.

Approximately 55 UCR members attended the event at OnWall Solutions's 3,000 sq. ft. showroom. Ron and Gav welcomed our members to the event and treated us to pizza, sushi, and ice-cold beers and beverages. This was just perfect in a scorching hot evening with a humidex approaching +40c.

Our speaker for the evening was Tamir Moscovici, a UCR member who on October 2012 released an award winning film called "Urban Outlaw". Tamir told us the highlights about making the film, followed by showing the 30-minute documentary. The film is about the rebel Porsche customizer, Magnus Walker, who has turned a hobby into an obsession. He searches for and harvests fragments from 911s and grafts them onto vintage forms to create one of a kind 911s with the spirit of Ferdinand Porsche but embodying his own creativity. Magnus has fulfilled his goal by owning one of every 911 built from 1964 to 1972, with a total collection of 40 911s. The film is beautifully shot and composed, with strong attention to details.

The evening ended with Ron handing out the grand prize to François Faust, the lucky winner of a customized garage floor of 400 sq. ft. valued at \$2,400, donated by OnWall Solutions. We thank Ron and Gav for their warm hospitality and generous donation.

Please check the website for how OnWall Solutions can transform your garage. http://www. onwallsolutions.com/





Our Hosts, Ron and Gav, with UCR President Walter Murray drawing prizes



François Faust winning the grand prize of a new garage floor.



Tamir Moscovici presenting Urban Outlaw.

The Journal of Upper Canada Region

OCTOBER 2013 provinz

COMING EVENTS

October Cayenne Fun Run

Register TODAY for UCR's 2nd RUSTIC FUN RUN for Cayennes Saturday, October 26th, 2013

he forest lined trails of the Ganaraska Conservation Area in Durham are beckoning to your 4-wheel drive Cayenne. Changes in elevation, winding trails and varied terrain offer you many opportunities to explore your Cayenne's potential with limited risks (most trails are 8 to 10 feet wide).

To start us off Steve and Jill will lead us through a 15 km preselected route through the NE section of the western park in the morning. We will break for lunch--bring your own brown bag, beverages, cooler, and chair. In the afternoon, you will be free to explore the remainder of the park on your feet, bike, horse or in your Cayenne.

The event takes places at Ganaraska Conservation Area, RR 1 Campbellcroft, Ontario. www.ganaraskaforestcentre.ca.

The venue is 15 minutes south-east of Canadian Tire Motorsport Park. There is a small snack bar and indoor washrooms at the base camp. \$20 per vehicle (includes a map of the forest), regardless of number of passengers, maximum registration of 15 vehicles.

To register or for more information, contact Steven Revoy srevoy@gmail.com

Fall Rally

e invite you to enter the Porsche Fall Rally on October 26, 2013. There will be wonderful driving experiences mixed with navigational challenges, on some of the finest roads in southern Ontario. All you need are four c's a Co-driver (navigator), Calculator, Clipboard and a Crayon (pen will do, too). The rally route will take you to the north-west of Toronto through 220km of scenic roads. There will be terrific opportunities to see spectacular fall colours on this route, which should take no more than 4 hours to complete.

We meet at 8:30am for check, in along with coffee and doughnuts, at the rally start location, Bakhtar Kabab Restaurant at 5925 Tomken Road, Unit #1 (entrance to the restaurant is located on the south side of Britannia Road, east of Tomken Rd). At 9:00am drivers will be sent off with a minute between each car. For the time and effort it takes to organize a rally we need a minimum of 15 cars to enter. Please send your entries by October 10th, 2013. There will be lots of trophies, prizes and fun. The price per car is \$50.

Tire Rack Street Survival School – Second Event!

CA-UCR has teamed up with the Trillium Chapter of the BMW Club of Canada to bring you the Tire Rack Street Survival School, a program delivered throughout North America and brought to you in conjunction with the BMWCCA Foundation and Tire Rack.

Tire Rack Street Survival goes beyond traditional driver education programs; the primary emphasis of the program is a "hands-on" driving experience in real-world situations. Students use their own cars to learn handling limits and how to control them. Students become more observant of traffic situations and as they master the application of physics to drive their cars, they will make fewer unwise driving decisions. Where else would students learn these necessary skills and have the opportunity to practice them?

This program provides:

- One-on-one, in car instruction
- In-classroom learning and collaboration
- Hands-on, emergency situation recovery and avoidance maneuvers
- Skid pad and other car control exercises
- Safety demonstrations by professional emergency services personnel
- Opportunity to learn how to handle your own car in emergency situations
- Lots of learning and lots of fun in a friendly and supportive environment!

The school is held on a private and closed course, in a closely supervised environment. It is supported by volunteers and sponsors who care about our communities. Although this school is of special benefit to young drivers, the school is open to ALL AGES! The next event will be held at the Powerade Centre in Brampton on Sunday, November 3rd, 2013.

Cost: \$75 per student

Participants*: Any driver with a valid Ontario G2 or G Driver's License. A G1 license is not accepted. For non-Ontario license holders, you must have an equivalent valid G2 or G license to participate. All ages welcome.

Registration: To register go directly to the BMW Club Trillium Chapter Website: www.soBMW.ca. Parents may register their son or daughter but whoever is actually taking the course MUST HOLD A G2 or G. You must bring your own car. Cars are not provided.

For more information, please contact Mario Marrello, m.marrello@computer.org









Election Notice

PORSCHE CLUB OF AMERICA, UPPER CANADA REGION, INC. NOTICE OF MEETING AND ANNUAL ELECTION

he November meeting (the "Meeting") of the members will be held at 8:00 p.m. on Tuesday, November 12, 2013 at The Musket, 40 Advance Road, Toronto, Ontario, M8Z 2T4, for the purpose of electing persons to fill for the year ending November 30, 2013. Pending ratification of the bylaws to be announced at the October General Meeting to be held with the October social, the following offices of the Club are up for election: President, Vice-President, Secretary, Treasurer, Director of Communications and five Directors. The ten persons so elected will comprise the Club's Board of Directors. Voting will only be permitted by ballot. The form of ballot may be downloaded from the Club's website starting October 15, 2013. Ballot forms will also be available for completion and submission at the meeting.

A member may submit his or her completed and signed ballot by mailing it via Canada Post in a postage prepaid envelope, faxing it or by deposit with the appropriate Club official at the Meeting before the votes have been tabulated. A member may also complete and submit a ballot online at the Club's website. To be acted upon, ballots sent by fax, Canada Post or submitted online must be received by midnight on November 12, 2013. Further details will be included with the ballot.

Following are the candidates nominated by the Nominating Committee for election to the respective elected positions. A member may vote for any one or more other member(s) who are eligible to serve, provided that they have agreed to serve if elected. Voting instructions are contained in the form of ballot. No more than a total of five persons should be designated to be elected as Directors, and no more than one person for each other elected office.

Executives: President: Walter Murray; Past president: Mario Marrello; Vice-President: Mike Bryan; Secretary: Sheri Whitlock; Treasurer: Robert Moniz; Director of Communications: Vacant; Directors at Large: Del Bruce; Arthur Quinlan; Kathleen Wong; Mike Edmonds; Mick Oliveira

Nominations will remain open till October 15, 2013, or seven days from receipt of this notice, whichever comes first. Chair of the nominating committee, Del Bruce.



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he 2013 season of UCR Autocross is well underway; with the 3rd of the 4 scheduled events completed on August 25. This has been a very successful year with the May and July events selling out and the August event, typically the slow time of the year, falling just short of a sell-out. This year's success has me looking forward to the October 6th event, as this autumn event has always been well attended.

For those of you who have never been to an autocross, it's a test of your driving skills and knowledge of your car's limits. Speeds are well under what you encounter on day-to-day street driving, but it requires a high level of concentration and close attention to car feedback, which makes for a very entertaining and safe learning experience. The Sports Car Club of America (SCCA) recognizes Autocross as a form of competition. At UCR, we emphasize learning and skills development more than competition, but for those of you interested in this competitive form of motorsport, the UCR event is a great way to practice and fine tune your craft.

Our first event of 2013 was held on May 19 and was a sell-out. What is a sell-out? A full event is 25 drivers. UCR limits attendance, as this allows an acceptable wait time between runs. I understand that some non-UCR autocross events handle many more cars, and some have more than one car running at the same time. The

feedback I've received is that our members prefer our approach as it's safer and less stressful and the participants learn more.

The second event took place on July 28, again complete sell out. This is a huge contrast to previous years where we sometimes had less than 10 cars come out.

The latest event, on August 25, looked like it would be a sell out, but I received several cancellations in the last few weeks. That is no problem as the event can adapt, and what I take away from this is that August may not be the best time of the year to host an autocross event. I may move the schedule away from the summer months next year.

I would like to thank Geoff Sheffrin, who has offered his services to help lay out the course this year. It's great to have another person evaluate the course and offer insight into how to make it better and safer.

Autocross is a low-cost, fun and effective way to enhance your driving skills and learn more about the awesome

capabilities of your cars. To sign up for an event, refer to the UCR website. If you would like to volunteer, or you have any questions on the event, please

contact me at m.marrello@computer.org.

Each event is held at the Toronto Star parking lot, within sight of Pfaff Porsche in Woodbridge near Highway 407 and Weston Road.



Drovinz

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TECH SESSION

The Bad, the Ugly and the Good (Part 2)

By Pedro P. Bonilla GCR PCA

If you haven't read "The BAD, the UGLY and the GOOD part 1" published in the September issue of Provinz, go back and do it. It's important to understand the causes that create the failures and therefore how to fix the issues.

If you've read it, fret no longer, the answer is here...

The Good



This is an OEM single-row bearing which just came off a Carrera 996. You can see how the bearing is sealed. There is no way this bearing would get proper lubrication under the conditions where it is installed. This bearing was extracted as it had just begun to fail. The owner was very lucky we caught it in time.

So, what's the BIG SOLUTION? Actually it is a quite simple concept with a not-sosimple execution.

If the problem is lack of lubrication, then the solution has to be proper lubrication. Duh!



But the location of the bearing and the shape of the flange create difficulties. The bearing and flange are sandwiched between the engine's block and the rotating flywheel just a few millimeters away, so there is very little room to work in. You can see what we mean below: The top shaft with a sprocket is the starter motor which engages with the outside teeth of the flywheel which in turn is bolted to the crankshaft in the center of the engine. The triangular piece on the bottom of the bell housing is the flange, which supports the bearing at the end of the intermediate shaft.



The solution is to install direct oil injection to the IMS bearing using the engine's own pressurized oil. The M96/ M97 engines have several unused high-pressure oil ports already built into the block, so it is very easy to tap into one of them. A high-pressure stainless-steel braided oil line is

connected to the port, which will carry pressurized oil when the engine is running and its oil pumps are operating.

Then, a new flange is installed, replacing the factory flange. This flange, as you



Tech Editor's Note: Last month we published Part One of this two part article about the issue some Porsches have with their Intermediate Shaft Bearings failing. Part One explained what causes the problem. Part Two, the above article, discusses a solution. Read on and enjoy. As always let me know your thoughts about this topic and others you may wish covered. I can be reached at George@ONeil-IAdvisors.ca and feel free to volunteer to write an article that interests you. - George O'Neill, UCR Tech Editor



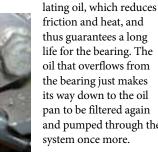
George O'Neill

can see, is much flatter than the OEM, to make room for the integrated oil injection system. This is where the other end of the high-pressure oil line that comes from the engine connects.



A small notch needs to be cut into the edge of the bell housing to allow for the routing of the oil hose. When this new flange is installed, it is recommended that the existing IMS bearing be replaced with either a new ceramic-ball bearing or a new OEM all steel bearing.

When an OEM bearing is installed, the outside seal is removed to allow the oil to completely bathe the rotating balls and inner race of the bearing in clean, filtered, circu-



friction and heat, and thus guarantees a long life for the bearing. The oil that overflows from the bearing just makes its way down to the oil pan to be filtered again and pumped through the system once more.

To install the kit, the transmission, clutch and/or torque converter and the flywheel need to be removed from the car. The engine needs to be locked in TDC, and then removal of the flange and/ or bearing and installation of the new parts can be done. It also makes sense to replace the clutch at this point, since there won't be additional labour in doing so, just the cost of the new clutch parts. Any Porsche shop will be able to install this kit, as well as knowledgeable individuals with the right tools and equipment.

This IMS Bearing Fix was developed in South Florida where it's been installed and tested it on street and race cars. There is another somewhat similar (in concept) solution developed in Georgia. This other solution includes the replacement of the OEM IMS ball bearing with a plain journal bearing, which also has a direct oil feed system. Unfortunately this solution only applies to the first generation single-row IMS bearing cars from MY 2000 through 2005.

It is important to note that other conditions have also been considered to be additional possible causes of bearing damage in these engines, in particular, vibration. These M96/M97 engines all develop a 3,000 RPM harmonic vibration intrinsic to the design of the engine. We recommend you do not sustain a 3,000 RPM engine speed for extended periods of time when driving on the highways. It is easy to set the cruise control at 72MPH (about 116kmh) which, in high gear is very close to the

described 3,000 RPM. Just reduce or increase speed a bit to avoid holding the engine at a steady at 3,000 RPM.

Also, the front engine mount on the Boxster and Cayman is a wear item, generally neglected, that needs to be replaced at 80,000-km intervals. A good front engine mount helps to mitigate the 3,000-RPM shudder and



transmits much less vibration from the engine.

To learn more about the Final Fix for the IMS bearing and how to order one, please visit my website at: wwwPedrosGarage.com.

Happy Porscheing, Pedro





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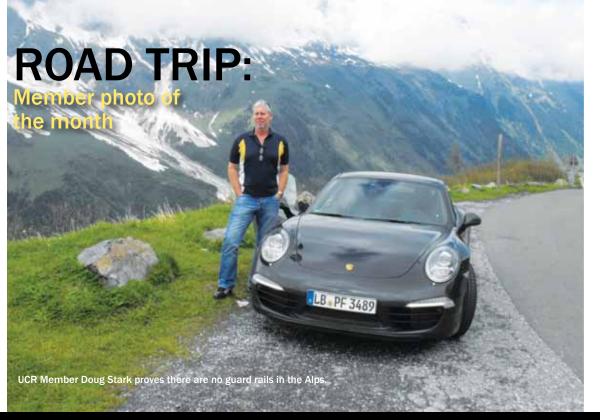




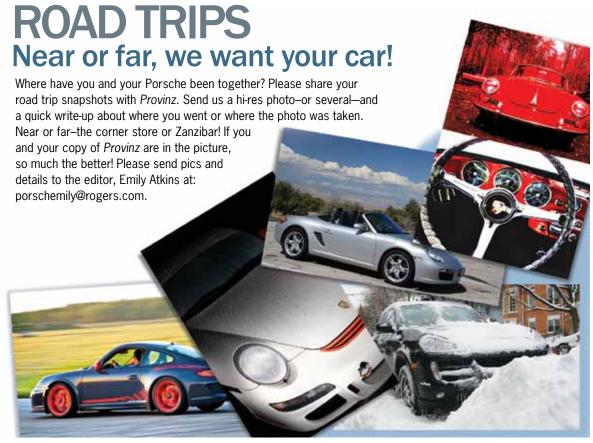


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OCTOBER 2013



By Joan Bercovitch, New UCR Member

orley and I joined PCA-UCR this July and signed up for our first Rally, the Targa Muskoka, September 6 to 8. Being newbies on all fronts, it felt like a brave step for us to venture into the world of Porsche Rallying.

On Friday afternoon we pulled into the parking lot of Patterson-Kaye Resort and Spa on Lake Muskoka. The setting was perfect for a weekend away. Imagine 32 Porsches gleaming in the sunlight, welcoming our black Boxster. We settled into our lakeside cabin and wandered over to the patio where members were enjoying each other's company over a drink. Smiles greeted us, followed by an invitation to pull up a chair and join the members. That was a pleasant surprise. First impressions matter. The afternoon (and wine) flowed into an evening reception courtesy of our gracious hosts David and Anne Forbes. Canapes, cava and wine were served by the ever smiling wait staff. As we wove our way back to the cabin, gales of laughter echoed off the water.

An air of anticipation filled the breakfast room on Saturday morning. Sixty-six participants, newbies and pros alike, waited for the Driver Packages to be distributed by UCR Rally Master Sajjad Butt and President Walter Murray. Morley came prepared with a pen and pencil. Others whipped out calculators and iPhones. Yikes, what had we gotten ourselves into!



Ten o'clock saw 33 Porsches lined up and roaring to go. We were rally car #2 and pulled out at precisely 10:02 am. I was nervous. Morley tried to reassure me that we'd be fine. Slow and steady wins the rally, he said. Concentrating on our speed on winding roads and rolling hills was all I could do. Every once in a while I'd breathe. The sweetest sight on that first leg was seeing Walter, Sajjad and his wife Gulzar waving to us as we pulled into the Utterson Country Store stop. Felt like we'd been in the car for days.

Leg 2 turned into a thrill of the unknown and great teamwork. The Cottage restaurant in Bracebridge welcomed us all for lunch. Patrons stopped to admire the Porsches and have their picture taken beside their favourite car. Brent and Carolyn, an entrepreneurial couple



"Wow you should see this thing go". After dinner, Chris shared the history of the of the Muskoka Wooden Boat industry with us.

Dinner at the Lodge was definitely the highlight of Saturday evening. Morley and I enjoyed the company of the UCR Vice President Arthur Quinlan and his wife Charlene. These long-time members and racing enthusiasts

> encouraged us to sign up for runs and socials as well as rallies.



from North Bay, shared their table with us, and the true nature of members began to emerge. We were sitting with an adventurous man who had climbed Machu Picchu and Mt Kilimanjaro with total support of his wife... teamwork on all fronts. Their enthusiasm for living life was rubbing off on us. Can't wait for Legs 3 and 4!

By the time we arrived home, half the cars were in the parking lot...car #2 must be a tad late. We turned in our sheet to Mario Marrello and wondered what to do next.

The organizing committee had arranged for us to cruise on Lake Muskoka in a classic mahogany boat. The sleek lines of this boat were as fine as any Porsche. Chris and Julie had purchased the boat last year and very kindly offered the members a ride to be remembered. The inboard engine was a noisy and powerful 450hp. A typical reaction from participants was The wait staff and chef's talents provided us with delicious gourmet plates of either fresh trout or prime rib, followed by cheesecake to die for. The food, the presentation and the table service was impeccable. Kudos to the



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...continued from page 21

staff at the Lodge for making the dinner hour first class. Sunday morning came too early. With eyes barely open, we ate our oatmeal, prepping for the day ahead which promised to be more challenging. Not that I needed it. The comment "family friction is a possibility" jerked me awake. Guess I'd better listen up.

Legs 3 and 4 sounded tighter. Walter asked all of us to drive with our heads up. By 10:00am the engines were revving to go. This time we knew a little and promised ourselves to pick up the pace. Carving those curves was exhilarating! Unfortunately we missed a direction and





pulled off the road. We were floored when Anibal and Cindy stopped to help us. They truly represent the club's values. In the next leg when we saw their car on the side of the road we slowed down to make sure they were OK...but quickly realized Anibal didn't need a hand. We dashed for the finish line.

What a great time! All in all, the weekend was a huge eye-opener for us into the wonderful world of Porsche Rallying. Would Morley and I encourage other new members to join a Rally? Absolutely! We want to keep the URC alive and well by participating in planned events. A special thanks to the team of volunteers who worked tirelessly to ensure we had a great experience. First impressions truly matter.

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Helen Ching-Kircher inspires Downtown Porsche team towards success

eing a woman in a male-dominated field can create an obstacle course, but for Helen Ching-Kircher, hard work can overcome a bumpy road. Applying her passion, entrepreneurial experience and steadfast determination to her chosen field, Ching-Kircher rose through the ranks of the competitive auto industry to become the president, CEO and dealer principal of DFC Auto Group. Along the way, the savvy businesswoman has proved that regardless of gender, those who stay true to their goals are able to clear a path to success.

"It's passion that pushes us forward—man or woman and it motivates us to do what we love, and love what we choose to do," says Ching-Kircher, who received the 2009 Entrepreneur of the Year accolade and HSBC Great Canadian Woman Award in 2011, The Queen Elizabeth Diamond Jubilee Medal in 2013 and many awards along the way.

Arriving in Canada in 1989 after leading fruitful careers in her native Hong Kong, Ching-Kircher's journey at DFC Auto Group (formerly known as Downtown Fine Cars) began in 1995. Overseeing the resurgence of the landmark auto dealership, she joined the team as senior partner alongside her business partner, and now husband, Dr. Peter A. Kircher. Renowned for upholding a customer-first philosophy, the DFC team ensures that clients living and working in the city do so in style.

"Our company works because our simple goal has been to offer the finest cars and the finest service in terms of personalized attention to our customers, and never forgetting that they are number one to us," explains Ching-Kircher.

Her efforts over the years have contributed significantly to increasing sales and customer satisfaction, as well as the establishment of some of North America's finest

facilities for luxury vehicles. Today, DFC Auto Group is a thriving venture, comprised of Audi Uptown and Downtown Porsche.

In 2011, the grand opening of Downtown Porsche attracted brand devotees and supporters alike to the contemporary dealership in the heart of Toronto. From the Cayenne SUV to the iconic roadster, the Porsche 911 Turbo S, the three-level showroom houses the distinct luxury sport car models in an inviting, open-concept

"This facility is incredible," said attendee Justin Fogarty, Partner of Alegro Capital LP in London, England. "It's modern. It reflects all of the fantastic design ideas of Porsche. It feels fast, it feels exciting just to see these cars on the floor but in a really relaxed, modern environment."

Apart from her business acumen, Ching-Kircher gives back to the community. Lending her support to dozens of worthy causes, which include Mount Sinai and the Yee Hong Centre for Geriatric Care in Toronto, Ching-Kircher notes that her work with senior citizens is most gratifying. In a corporate environment fuelled by competitiveness, her giving nature is a welcome quality that keeps her grounded and connected to people.

With significant accolades and accomplishments under her belt, Ching-Kircher and the team shows no signs of easing up on the gas pedal.

"I think the secret is to have a vision for your business and never let anyone or anything detract you from your goal," she says. "Above all, if you love what you do and are passionate about it, you will be successful."

www.dfcporsche.com



A vision for the future

By Mike Bryan, UCR Director

Who would have imagined it?

henever I hear someone talking about the growth and success of an organization from its early, humble beginnings, I try to picture how it might have got off the ground. I imagine it starting with an idea, not necessarily a very clear one, but enough for the originator to inspire a few other people and get going. We've all heard original drivers of successful ventures saying, "I had no idea that my conversation in a bar with a few friends 30 years ago would have led to the size, scope, success etc. of today's organization." That's not just modesty, but the truth, because we really don't know what will happen and we're often just happy to let things take their own course, as in "we'll see where it takes us". Well, for UCR it's taken us to over 2,100 primary members plus the family/friend members, which makes about 3,400 in total. Now this is a number that has crept up on us and one that is continuing to increase, with no end in sight, as sales of new Porsches keep growing and more Porsche drivers join our club.

How to answer the difficult questions

All credit to the past and current volunteers who have built UCR into what it is today—one of the largest and most successful clubs within the PCA's family of 140 regional clubs. Experience tells us, though, that when things are running smoothly, it's not the time to sit back and relax, but to look ahead, plan for future challenges and look for new ways to improve the membership experience. We're faced with questions like, "How will we cope with further growth? How are our members' needs changing? What external factors could present new challenges?" Of course, there's no simple answer to such questions, so there's a risk they could remain unanswered. No chance of that, though, with Walter Murray as our President. It didn't take Walter long to propose a committee to focus on the big picture issues and develop a vision for the future to not only address the areas requiring attention, but include all areas of UCR activity. So for several months I had the privilege of working with Mario Marrello, Brent Muir, Arthur Quinlan and Andy Wright as the Vision For The Future Committee. I want to recognize them for the tremendous energy and commitment they brought to our task, particularly after working all day at their real jobs and then driving through snow and rush hour traffic to our meetings. We started by defining the benefits that we hoped a vision for the future would deliver:

- Resolve, or at least, create processes for resolving issues that need to be addressed.
- Help anticipate change.
- Identify priority areas and make proposals on their future direction.
- Provide clarity, direction and common purpose throughout UCR management.

Next we broke down the totality of UCR activities into homogeneous areas of activity:

- 1. Social Events
- 2. Community Relations
- 3. Finance
- 4. Communications
- 5. Member Services
- 6. Driver Education
- 7. Volunteers
- 8. External Relations

We then applied a simple process for discussing each area, asking:

- Where are we now?
- How did we get there?
- Where are we going (if we continue with no
- change)?
- Where should we be going?
- How will we get there?

Let me share some highlights from our conclusions and proposals for each area:

1. Social Events

These include Monthly Socials, Autocross, Fun Runs, Rallies and Targa, Concours d'Elegance, Annual Banquet, Tech Sessions and Open House, all of which contain the common thread of being with other people...and their Porsches. We recognized the need to create a more predictable pattern for Monthly Socials and establishing a speaker program designed to inform and entertain on auto-related topics. We should also consider holding socials outside GTA in the western, eastern and northern sectors of our region. What became crystal clear was that success of all social events was dependent on the volunteers running them.

2. Community Relations

This is about our interaction with the external community. We proposed a vision to replace our past reactive approach with a proactive one based on the leveraging of UCR's special assets, i.e. Porsche cars, access to tracks and members keen to give their time to worthy causes. The plan would be based on giving back to the community in unique ways, not with donations from club funds, but with our time, energy and enthusiasm, e.g. hosting a day at the track with rides for disabled people, running safe driving programs for teens, providing vehicles and volunteers to support community charitable events, etc. A volunteer should be found to take the lead on developing a strategy and an annual plan for board approval.

3. Finance

Driver Education and Provinz are by far the largest income and expense generators for UCR. As Provinz has evolved into a high-quality publication, the portion of membership dues rebated by PCA to UCR for its funding has effectively shrunk by over 20

percent as the exchange rate has moved close to par. Also, with no increase in membership dues for at least ten years, there have been no inflationary adjustments to the rebate. We supported the recent formula designed to make *Provinz* self-supporting and proposed ways to ensure the same for all UCR events. This will leave the Driver Education program with more flexibility to manage any future challenges with track costs.

4. Communications

After defining the tasks, skills and roles for the Communications Team members in 2012, there is now scope to refine the roles of *Provinz*, the UCR website, email blasts and social media. Another means of communication with members is through the events themselves and our committee recommended greater exploitation of such opportunities to gather on-site and post-event feedback.

5. Member Services

We recognized the diverse interests and levels of interest among UCR members. UCR management should keep seeking member feedback and be prepared to act on the responses, creating new events and modifying existing ones in line with their needs. We reviewed the geographic spread of our members and recommended assessing the demand for events outside the GTA. This may lead to the running of more events in the western, northern and eastern sectors and to increasing capacity for current events that are sometimes over-subscribed. That, of course, means that more volunteers will be needed to plan and organize a greater number of club events.

6. Driver Education

Driver Education is a vital component of UCR activity in terms of member participation and net income. It may face new challenges as Mosport's new management develops its strategy, so it will be important to establish good relations and be aware of decisions that could affect UCR's DE program.

The popularity of DE is leading to some capacity issues and the main constraining factor is the number of instructors required. Recognition, rotation, and succession planning will be vital to maintain a strong instructor team.

Our committee recommended that a plan be developed for coping with capacity issues, cost changes and contingencies for any major changes in access to Mosport. This is already in hand under the capable direction of Track Chair, Dave Osborne.

7. Volunteers

The success of UCR is entirely dependent on the quality and commitment of it volunteers. New ways were proposed to increase the pool and develop succession planning. It will be important to match skills and experience to volunteer roles, so that volunteers are more likely to enjoy their role and bring new ideas

We also recommended some changes in UCR governance to better reflect what needs to be managed and to seek the appropriate skills and experience. The nomination and election processes should reflect the importance of getting the right balance between continuity, stability and new blood.

8. External Relations

We proposed that a volunteer team work on enhancing relationships with advertisers and sponsors. We should keep building our relations with Porsche Cars Canada and its dealers since there are clear benefits to all parties.

Next Steps

The Vision For The Future Committee report has been accepted by the UCR board. Before the dust can even begin to gather on it, we are discussing one of the eight subject areas at each monthly board meeting. In some cases the discussion leads to immediate action, while other topics are referred to new work groups for further development. What I can tell you with confidence is that each small step taken will result in a stronger UCR, better equipped to meet your needs and ready to face the challenges ahead.

If you'd like to take a look at the full Vision For The Future Committee, just go to www.pcaucr.org.

If you have any questions, feel free to contact me, any other committee member or any board member.





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Learning new tracks

Part 2 of a series - Type II and III turns

By Robert Moniz, UCR Treasurer

Author's Note: There was a typo in last month's article. On page 33 Turn 2 was incorrectly referenced. It is actually a Type II turn.

ast month we reviewed how to learn new tracks by applying a simple but very effective methodology courtesy of racer and writer Alan Johnson. We applied this methodology to a track most of us know quite well--CTMP (Mosport) in order to provide a baseline for any development it might provide. Johnson's methodology simplifies every track into three types of turns, Type I, Type II, and Type III. Our previous article covered the most important of the three; Type I. This month we'll focus on the remaining Type II and Type III.

Previously, we learned that Type I turns have the highest priority because these corners lead to a straight. The longer the straight, the higher the priority that turn obtains within the collection of Type I turns found on the track. Since our objective is to produce as much speed as possible on the straight, Type II turns are the next most important type because the driver will want to preserve as much of that speed as possible. Therefore, by definition, Type II turns are found at the end of a straight. In a Type I turn we try to get on full throttle as soon as possible, which tends to favour braking early with a late apex. By contrast, a Type II turn motivates braking late, and apexing early to carry that momentum into the turn. Let's evaluate which corners at CTMP are Type II and III.

Turn No.	Turn Type	Priority		
1	II/I	5b		
2 a	II	10		
2b	I	1	Apex Late	
3	I	3		
4	III	2b		
5a	III	8	Anna Fault	
5b	I	2 a	Apex Early	
5c	III	5a		
6	III	4		
7	III	9	Correct Line	
8	II.	7		
9	III	6		
10	I			
TABLE 1 Mosport Turn Classification		TABLE 2 Turn Priority		

Referring to tables 1, and 2, we notice that there are only two Type II turns at CTMP. It's important to remember that Turn 1 leads to a straight therefore it needs to be treated as a Type I even though it lies at the end of the front straight.

Turn 2 is, in my opinion, the signature turn at CTMP. Taken correctly, it's extremely gratifying. With the recent run-off expansions, it's lost a bit of its pucker factor but the biggest improvement has been the repaying of the tire loading-zones within the turn. Before we apply the methodology, let's first describe what the driver experiences going through Turn 2. This corner is a double apex, off-camber with a massive elevation drop between the apexes, of which the first apex is blind. Only the first apex of Turn 2 is a Type II turn. Since it's a blind apex, committing early contributes to the correct line. There's a ditch next to the first apex that we used to put our front left tire into, but the repaving makes the car hop now. The stiffer your suspension, the wider you'll hop--to a full car's width if you're running a Cup suspension. Recently, I've been using the edge of the ditch as my

An entire article can be written on how to approach and drive through turn 2, but for the purposes of this piece, we're simply interested in making the driver aware that turn 2a is a Type II which motivates just enough braking to balance momentum with apexing early. A rolling tire has more grip than a sliding tire. Therefore, the objective is to scrub off just enough speed to prepare the car for the early apex. Given 2a is just on the other side of hill, braking for this first apex also involves loading the car so it doesn't become too light cresting the hill. I've experimented with simply lifting to scrub off speed, but that usually involved getting off the throttle much earlier, instead of squeezing the brake closer to turn-in. Simply put, the longer you're on the throttle, and quicker on the brake, the faster you'll go.

The other Type II turn is 8. This corner has been a focus for me this season. It's been taught by our instructors as a double apex, and as a late single apex. Personally, I feel more comfortable taking it as a double, with an early first apex. The last third of the back straight leading to turn 8 is intoxicating. Most cars are approaching redline in 5th gear passing under the bridge. All that speed often gets tossed away by braking too early, or too hard for turn 8. I have to admit, I've been black flagged for running off trying to explore the most aggressive braking point I can manage with a downshift to 4th gear leading into 8. But when you get it right, there's no better feeling. It may just be me, but high-G right hand turns seem more hairy probably because the driver feels like falling out of the car instead of into it.

Getting ready for Turn 8 requires being about a carwidth from the left side of the track as you pass under the bridge. The driver can actually point the car towards the first apex just as braking commences. This promotes braking in a straight line towards your target. Carrying speed through the first apex of 8 is not only important because it's a Type II turn, but also because turn 8 is uphill. A car going uphill has more grip. It takes a while for drivers to trust the physics to not only preserve momentum but also apply throttle up through the rest of 8. Johnson does write that the driver shouldn't be worried about downshifting or anything other than braking as late as possible in a Type II turn. I wouldn't recommend this for Turn 8. I've tried taking it in fifth gear by simply braking going into 8a, but you feel like more of a passenger than a driver approaching 8b. This technique also requires finesse in terms of matching revs shifting from 5th to 3rd prior to Turn 9.

The remaining corners; 5a, 4, 9, 7, and 6 are Type III turns. Typically, Type III turns lead to a Type I turn. Therefore, it's important to maintain a line that promotes the best possible acceleration out of the Type I turn that usually follows.

I find it interesting that Johnson's methodology is extremely consistent with the advanced driving instruction we receive at CTMP in terms of achieving the perfect lap. Knowing this provides us with a unique tool by which to approach and embrace new tracks.

Keep the shiny side up. See you trackside.





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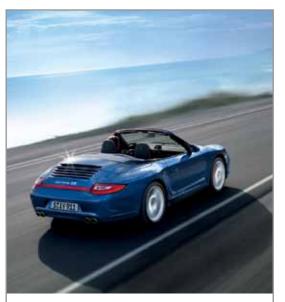
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OBJECTS OF DESIRE



Emily Atkins Provinz Editor

Fresh air obsession

ext time you're out on the road on a warm summer day, take a look at the cars around you. Do any have the windows down? In my unscientific survey, 90 percent of people drive with the windows up and climate control on, no matter what the weather.

I prefer to have the windows open. Fresh air, even what passes for 'fresh' in our congested metropolis, is better than recirculated car air.

There's a reason why barreling down the highway with the top down or windows wide open is a summer ritual. It's fun, it's liberating and it feels just a little wild. Having some experience driving race cars that have no windows, I believe you get a greater sensation of speed when the air is buffeting through the vehicle. You are communing with the car and the elements at the same time; what better way to feel alive?

Although I would never buy one, I'll drive a convertible with the top down when it's cold out—there are pictures to prove it when I test-drove the Boxster this spring. Only the risk of sunstroke will make me put the roof up. Even then, the windows stay open. In our cruelly short summer season, it still seems a crime to waste any warm day locked inside an artificially cold environment.

So why do most of us drive sealed up in our steel and glass cages? People don't dislike fresh air; I think it's the automakers who are causing this behaviour through new car design.

The principles of aerodynamics dictate that closed windows provide better fuel economy than open windows. And most new cars are designed to maximize fuel economy, with the result that opening the windows disrupts the flow of air around the vehicle. The same is true of a convertible. It's much more aerodynamic with the top, and windows, up.

When you do open the windows in many new cars the resulting buffeting and whoop-whoop vibration at speed



Photo by Will Chiu

threaten to blow out the eardrums of all aboard. Your immediate reaction will be to shut them tight and never open them again, except to get your drink at the drivethrough.

There are other good reasons to encourage keeping the windows closed. It forces the driver's and passengers' arms inside. With side airbags that pop up out of the windowsills, an arm draped there can get broken if the bag deploys. (Not to mention that proper driving form requires two hands on the wheel.) Communications is another reason. It's hard to be heard on a hands-free speakerphone with the windows down.

From where I sit, in the driver's seat of my old 944T that has had the AC removed and a sunroof that doesn't really work, driving with the windows down is not a choice, it's a necessity. But it's a necessity that works. There's no excessive buffeting or vibration when my old car's windows are open; I only see this phenomenon in new cars.

The quest for greater fuel efficiency may actually be making us use more fuel by running the AC in our vehicles all the time. I hope the manufacturers know what they are doing and have done the calculations. I'd hate to think we are stuck in our rolling refrigerators, using the air when we don't have to, just for aerodynamics, not overall fuel savings.

So here's my challenge to you: try driving your Porsche with the windows down. Soak up some heat, catch the breeze on your face, and if the car makes it uncomfortable for you, complain.

Badly designed windows should be the preserve of software makers. In a car, windows you can use at any speed should be part of the purchase price.

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TRACK







t's hard to believe that this month ends the "on track" portion of our Porsche driving season. While our last event used to be in September, the Track Team added the Oktoberfest event because we can't get enough of the spirited driving that Porsche ownership allows. This October is no different, as we invite you all to come out and experience true Performance Driving in our safety-oriented Advanced Driver Education Program. The qualifications remain the same as previous years. If it's a German car, you're a PCA member and you have completed the Introductory Driving School or its equivalent, then you should be at this event.

Like most of our events, there will be a keepsake given out at Registration and we'll have our wonderful Oktoberfest Dinner on Saturday evening. German beverages are supplied. This event gets bigger and better every season, so sign up right away to avoid the dreaded waitlist. What else are you going to do in October, rake leaves?

This season has been a bit of a driving drought for me. We made some radical changes to my track car over last winter and due to some unforeseen parts problems, the issues were beyond my skills and knowledge. It took a friend and fellow Instructor to sort out the programming issues and get the car running. Unfortunately it was so late in the season it made more sense to finish my four-year project and then tune the engine properly. So next season, my 1987 928 will make its supercharged debut and I'll be a happy "Trackie" again. I'll probably bore you with the details over the winter when there is no track news. This leads me to some thoughts that I'd like to share with you.

Porsches, and cars in general, have been a long-term part of my life. My very first car as a teenager was a brand new Corvette Stingray—not a horse and buggy as my nephews believe. I've owned some really cool stuff over the years. Many of those cars were sports cars, al-

ternating with big luxury stuff and trucks. I don't know why the same person would own a Cadillac Fleetwood and a Lincoln Town Car with a 1972 Maserati Indy in between. If I had a collection of all the cars I've ever owned it would alternate between amazingly cool and really stupid.

It was driving my first Porsche that hooked me. It was the way it felt, like I was putting it on, as opposed to just getting into it. It was an extension of my vision and my will. It responded as an appendage. If I chose a path and looked in that direction, the car responded instantly and took me there effortlessly. I never had to wrestle with it. It was a friend and wanted to go where I did, unlike my American muscle cars that always headed for the nearest tree.

The car I drive now is twenty-six years old. We have a relationship. I like this car and I think the car likes me. I rescued it from a life of sitting around a garage all day and then driving back to its owner's carport. I threw out all the things that weighed it down. I made it lean and mean and gave it the life it had always dreamed of. We have an agreement. I'll take really good care of it and it will step in and save me when I run out of talent. It's a very fair arrangement. I've been through the engine and suspension with my own two hands, and this year, finishing the supercharging project, the car should feel twenty years younger. It will fly down the straights and carve through the corners better than any 928 it's ever seen. Its transition has been from a garage queen to a ground pounder. I have no illusions that it's the fastest car around, but it carries itself well and has a certain "wow" factor that only a car with a big V8 engine can have. It sounds great and I love driving it.

Sorry if I wandered off a little but I'm now getting to what I wanted to say. Over the past few years a couple of my nephews have become involved in our program.

Jason was the first to show an interest and we are both the family car guys. I gave him an IDS event as a Christmas present once and he spent the next year or so driving my car in DE. I have a picture of J, in the pits at Mosport, taken the moment that he was signed off by his Instructor. I dare you to show me someone with a bigger smile on their face. Jason then bought a 928 GT and has continued in the program to become a great Instructor. Tim, J's older brother, followed and has become a very proficient Black run group driver. He, with the help of the Internet, has developed his 951 Turbo into a great handling track car and become a pretty good mechanic in his own right.

Track events are now an opportunity for our extended families to all go to my sister's home in Peterborough and spend one weekend a month sharing food, family and adventures with each other. This hobby of ours has become part of the glue that binds us. One of the things that Jason's car lacked was a Limited Slip Differential. He could be seen most weekends lighting up one tire in an effort to get the power down on the track. He counters the problem with bravery. I bought a donor car that had an LSD box so I offered it to him. Jason and Tim drove to Kingston on a Saturday morning and we spent the next six hours pulling the rear suspension and transmission out of the donor car and replacing it with Jason's transmission. Three guys completely dismantled the back end of a 928 and reassembled it in six hours without a hoist. The key here is that it wasn't work. We laughed, mocked each other, went out for lunch, caught up on our lives and all left with a sense that we had accomplished something. Jason also scored a limited slip differential.

It was an astounding feat by a bunch of amateurs. So I have to ask, why aren't you sharing this amazing hobby of ours? You don't have to roll around on the floor making your knuckles bleed to really get the most out of our club, but you will gain so much by sharing it. Bring your family and friends to the track. Instead of discussing the lawn over your neighbor's fence, invite them to do a Track Sampler. Introduce them to our people and programs. Share your experiences with them and open up this part of your life. I swear that it will be you who gains the most from the experience. We, in the Driver Education Program, do something that most people would agree is amazing. We drive our Porsches to our limits on one of the fastest tracks in North America with a hundred of our friends. How cool is that?

So here is the plan. Spend the off-season choosing one person that you wouldn't mind hanging out with for a weekend. Someone you know you should spend more time with, or someone who has always been nice to you and bring them with you. The Track Team will make you proud. We'll show them around, we'll make them feel welcome and if you pay us enough we'll tell them that you're a driving God. You might have to save up for that.

Share your club with your family and friends. I guess that's what I should have said at the start. It feels great and the reward will be all yours.

See you at Oktoberfest, Dave



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Kurt Bergmanis, Member Ontario Trial Lawyers Association Member PCA UCR



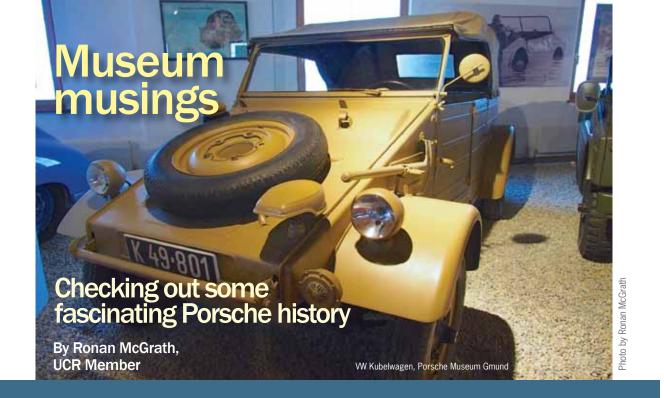
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hen in Germany, many Porsche owners and enthusiasts visit the Porsche Museum in Zuffenhausen, which has the finest collection anywhere. There is, however, a much smaller private museum in Gmund, Austria

In 1944, as the war was approaching its end, Ferdinand Porsche made the decision to move family and staff out of Stuttgart to rural Austria where he owned land and had a home.

Temporary buildings were set up, and repair and design work was commenced in a disused sawmill. There, the very first Porsches were built in 1948. Only about 50 cars were built in Gmund, and they are immensely valuable today. Based largely on VW running gear modified by Porsche, they had handbuilt bodies.

The private Pfeiffhofer Porsche Museum is clearly marked in the quiet little village. It is not the actual site of production which was about two kilometres outside of Gmund, but its simple construction is evocative of that period. The museum includes a body buck for the pre-A 356, an original Gmund car, and various Porsche-designed vehicles, including the military Kubelwagen and



VW Type 64

an army VW, as well as some significant later cars including an RS60 and a 906, plus a 935 driven by Jacky Ickx. The canopy over the museum entrance is a hand-beaten version of a Gmund car front end, and the Museum includes a small gift shop.

This is an old-fashioned little place with only about 30 cars, a far cry from the very modern but somewhat clinical Porsche Museum in Zuffenhausen, but visiting it is like going to a small machine shop, which in those days after WWII was really all that was left of Porsche.

For those interested in the early days of the company, it is worth a stop. Photographs from the archives show a very simple operation indeed.



Ferdinand Porsche with Hans Stuck in 1934

Ferdinand Porsche was in failing health by that time, and shortly after the photo below was taken, he died of a stroke. Production would return to Zuffenhausen as the company started to sell the 356, and Gmund would once again be a sleepy village, its brief moment in the sunshine as the centre of the Porsche world gone forever.



The last event photo of Ferdinand Porsche accruing to the Archives

OCTOBER 2013



Rare VW Type 74 4x4



Ferdinand Porsche with an early Beetle prototype.

The best book on those times is the recently published book. Origin of the Species by Karl Ludvigsen, which deals in detail with the early days of Gmund.



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The Journal of Upper Canada Region

THE STEERING COLUMN

Jump in, it will be a fun ride!

ome of you are reading this magazine for the first time. For new members of PCA-UCR, this will be unfamiliar territory, and I'd like to welcome you to the club.

Emily Atkins Provinz Editor porschemily@rogers.com

As the editor of your monthly magazine, Provinz, I have the privilege of facilitating what

is possibly your first contact with this amazing group of people. Our award-winning magazine (also called the "newsletter", although it has long since surpassed that designation) is designed to give all of our members a forum for their Porsche experiences and as a means of letting all of you know what activities you might be missing. For those who have participated, it's a chance to catch a glimpse of yourself, your car or your friends at an event we report on.

It's my objective that this be a warm welcome for new

bring your car out to at least one event before the year is over. Please join us as Joan and Morley Bercovitch did at Targa Muskoka (see page 20 of this issue for Joan's report). It was their first UCR event, and it seems to have gone over well. They exemplify the spirit of UCR.

Our members are a goldmine of life experience, diversity and enthusiasm. It's a vein I want to tap, and if you've read this column before, you know what comes next: Please participate. Send me pictures, stories, letters, and reactions to what you read.

Next month I will be starting a letters page again. I had several letters in reaction to the September issue, but space has prevented me from including them this time around. In November, they'll be committed to print. If you see something in print, on the website (www.pcaucr. org) or at an event that piques your interest or provokes your passion, please drop me a line. This is YOUR magazine, and I look forward to including your input.

Looking forward to hearing from you. Write me at members of the club. We really want you to join in and porschemily@rogers.com. Take your immersion experience to the next level with the ZeroG™ 4.0 High Performance Package. SPECIAL EDITION Special Edition Black SofHyde upholstery responds, breathes and moves with every action and reaction. Perform your best and Do What You Do BETTER™ 66 After a day of racing at 150+ MPH, I love to relax in the neutral-posture comfort of ZeroG™ Immersion Seating". 9 human touch

PERIPHERAL VISION

ur June Driver Education weekend event was preceded on Friday by our Driver Ed group providing track rides and lunch for some kids and their parents. The full story has been covered by Jill Clements-Baartman. She needs to be thanked for bringing the idea to fruition as well as writing the story.

John Adam **UCR** Historian

These kids and their parents have had a tough go of it and it continues. It was hard not to shed a tear-after all, big boys don't cry. Or so we were told as youngsters. I have to say that big boys do cry, especially in private, when no one will see.

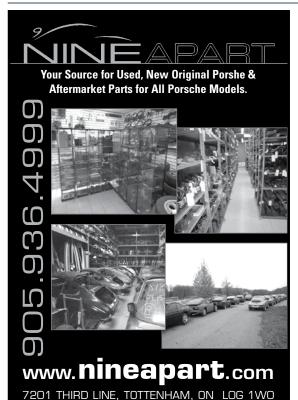
For me, it was so much more than a charitable contribution on the part of UCR. We gave these families a day of fun in the midst of a difficult life. We MUST do it again next year. I will be first in line to sign up again.

The UCR election is coming up. It's time you considered the slate which has been put forward. We have some very strong candidates and we need your help to create the 2014 executive line-up as well as adding event chairs. In November, we will host our Awards Banquet and welcome the new board at our prix fixe dinner with matching wines-and the latest new 911 Turbo on display.

The mind tends to wander at this time of year. October is chancy for DE events-the weather could be cold or even snowy. Winter works projects need to get done and the P-car is always due for some winter works or perhaps just an oil change before hibernation sets in.

An intriguing idea at our house is to tie in with a May 2014 weekend Tofino area tour put on by Vancouver Island Region for a second time. We have spent one weekend there and it is very appealing. If we are to do that, we would also explore more of Vancouver Island than we saw last time. On the other hand, the Portugal Wine Club is planning a wine country tour in Portugal and I am thinking of tying in a drive along the Mosel River, then returning home from Frankfurt, Choices, choices...

Might as well give some thought to the 2014 Parade in Monterey, California. Yes, June 15-21 is still way off in the future, but there is nothing to prevent us from planning ahead. Watch Panorama for registration details. Put Parade on your new 2014 calendar. Use up your airline points.





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