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

UCR UPPER CAMADA REGION

SEPTEMBER 2013

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Canada Post Publications Mail Agreement Number: 40042299

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SEPTEMBER 2013

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September 2013

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Cover: Photo by Emily Atkins, *Provinz* Editor.

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 Sat	UCR Social Cayenne Fun Run: Sugar	28	Sun	Autocross: Toronto Star,	
		Shack Run	ALICHET	ı	Vaughan	
APRIL			AUGUST		1100 0 11 0 1111 1711	
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,	17-18	Sat-Sun	Driver Education, Shannonville	
BA AN		CTMP Training Facility	25	Sun	Autocross: Toronto Star, Vaughan	
MAY	0-4	Fun Duna Musikalia Canina Duna			_	
4	Sat	Fun Run: Muskoka Spring Run	SEPTEMBER			
11-12	Sat-Sun	Driver Education, "Swing into Spring", CTMP	7-8	Sat-Sun	Targa Muskoka	
14	Tues	UCR Social	10	Tues	UCR Social	
19	Sun	Autocross: Toronto Star, Vaughan	14	Sat	Fun Run: Porsche of London, London Run	
25	Sat	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,			Fall Colours, CTMP	
7	F :	Simcoe County	28	Sat	Fun Run: Muskoka Fall Run	
7	Fri	Charity Event, Black & Red 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, Location TBD	
16	Sun	Yorkville Exotic Car Show	20	oat	CON Naily, Education 155	
28-29-30	3-29-30 Fri-Sat-Sun	UCR Club Race & Advanced Lapping, CTMP	NOVEMBER			
			12	Tues	UCR Social	
			23	Sat	Annual Banquet	
JULY						
JULY 9	Tues	LICR Social	DECE	NED.		
JULY 9 12-13-14	Tues Fri-Sat-Sun	UCR Social Driver's Education, Can/Am with NNJR, CTMP	DECEME 10	BER Tues	UCR Social	

PRESIDENT'S FORUM



Walter Murray UCR President

ow, where did the summer go? Here we are in September, five months into our seven months of driving activities. It seems so long ago that we kicked off the season with our Ski Day followed by our Open House in April, rapidly followed by IDS, several DE events, Fun Runs, Autocross and our inspiring charity rides; with still more to come.

September and October will be busy months for DE and end of season Fun Runs and Autocross. September also brings us Targa Muskoka, which has been sold out for months. Concours at its new location promises to be an exciting event. All events have had record participation and your Board continues to explore ways to bring you new and expanded Porsche events. Our end-of-year celebration Banquet promises to be a memorable event and you will see further details in Provinz, but make sure you mark off the evening of November 23.

Every month we get the enjoyment of reading our award-winning magazine *Provinz* and always have our award-winning website to keep us fully informed. What all this underscores is the army of dedicated and talented volunteers who make this happen. I would need several pages to list all these great members and still would run the risk of missing someone. So let me extend my heartfelt thanks to all. You are truly outstanding individuals.

Our monthly Socials offer us the chance for some Porsche camaraderie as we have an enjoyable meal and listen to our entertaining guest speakers. Our Socials at our Porsche dealer friends are always special and July brought us to our annual Social at Downtown Porsche. Downtown Porsche provides every new purchaser of a Porsche a free PCA membership, a fact which propelled us to again win the 2012 trophy for the PCA region with the largest absolute growth. It only seemed

appropriate that we asked the Dealer Principal Ms Helen Ching-Kircher to hold in safekeeping this beautiful trophy. The barbeque was also great.

Board member Mike Bryan and I recently had the pleasure of meeting with Francesco Policaro, the Dealer Principal of the new Porsche Centre Oakville. What a gentleman. We look forward to building our UCR relationship. While there is still some work to be done before the dealership opens in October, our tour showed us it will be an outstanding facility. We hope to have our October Social at Porsche Centre Oakville, so stay tuned.

In life you never know when adversity rears its ugly head and I would like to share with you an amazing story. Many of you know Rick Bye, an outstanding North American race car driver and UCR member for many years. Rick is a survivor of a catastrophic brain injury in 1998 and since then has been an advocate and champion for Children and Adults with disabilities. You may recall Lorraine Summerfeld chronicling how Rick taught Aaron Prevost, a blind driver how to drive around Canadian Tire Motorsport Park. Rick's new adventure is to coach and assist wheelchair athlete Brian Donato's participation in Targa Newfoundland later this month. Having participated in Targa in 2010, I can truly appreciate how remarkable this activity will be. Way to go guys! We will be cheering for you.

Please let me know how your Porsche summer has gone, and your thoughts on how we can continue to build for the future.

Until next month, drive safely.

Walter Murray

Welcome! NEW MEMBERS

Joe & Joanne Baggio Morley & Joan Bercovitch Wasaga Beach Morley & Joan Bercovitch Morley & Joan Bercovitch Wasaga Beach Morley & Joan Bercovitch Morley & Joan Bercovitch Morley & Joan Bercovitch Wasaga Beach Morley & Joan Bercovitch Morley & Joan Bercovitch Wasaga Beach Morley & Joan Bercovitch Morley & Joan Bercovitch Wasaga Beach Morley & Joan Bercovitch Morley & Joan Bercovitch Wayan College Morley & Joan Bercovitch Wayan College Morley & Joan Bercovitch Morley & Joan Bercovitch Wayan College Morley & Joan Bercovitch Morley & Joan				
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•	Cosimo Mammolitl	Toronto	13-Cayenne	Downtown Porsche
	John McBoyle	Oakville	08-911 C4S	Mantis Racing

Name	Location	Model	Thanks To
Dorie McDonald	Newmarket	13-Cayenne	Downtown Porsche
Ross McGregor	Toronto	08-Boxster	Downtown Porsche
Don Orich	London	13-Cayenne D	Porsche of London
Greg Pabisz	Cambridge	14-Cayman S	Downtown Porsche
Richard Peddie	Toronto	13-911	Downtown Porsche
Gary Pelow	Toronto	13-Boxster	Downtown Porsche
Danier Perugini	Mississauga	12-Boxster	Downtown Porsche
Bert Powell	Toronto	13-911 C4S	Downtown Porsche
Ray & Mike Rauber	Mississauga	02-911 T	Mantis Racing
John & Jane Ready	Toronto	88-911	Trf-In Santa Barbara
Mark Rhody	Toronto	13-Panamera	Porsche of London
Cam Robinson	St. Thomas	13-Boxster	Porsche of London
Vito Romita	Toronto	13-Cayenne D	Downtown Porsche
Jim Sanderson-Kirby	Toronto	13-Boxster	Downtown Porsche
Subremaniam Serthikumca	Scarborough	13-Panamera	Downtown Porsche
James Sinkeldam	West Montrose	07-911	Lucio Polsinelli
Ralph Smith	Oakville	01-Boxster	Mantis Racing
David & Ashna Starrett	Oakville	09-911	
Shab Syed	Brantford	13-911 C4S	Porsche of London
Amin Taherzadeh	Toronto	13-911 C4S	Downtown Porsche
Ronnie Tam	Markham	08-911 C2S	Stephen Sun
Perry Tonus	Woodbridge	13-Cayenne	Downtown Porsche
Eric Vienot & Colette Saulnier	Etobicoke	02-911	
Bin Wang	Toronto	13-Cayenne	Downtown Porsche
Herman Wood	Toronto	13-Cayenne	Downtown Porsche
Bill Wreford	Stratford	13-Boxster	Porsche of London
John Wu	London	13-Cayenne D	Porsche of London
Ming Yang	Mississauga	13-911 C4S	Downtown Porsche

Congrats! ANNIVERSARIES

To change your address or enjoy no-hassle renewal, email or call Angie or Mark Herring at (905) 854-3332 or ucrmembers@xplornet.com

25 YEARS

Robert & Rosemary McLeese Kye Wankum Barry & Rosemary Whitnell

20 YEARS

Chris Kuller Doug & Pam Merkel Susan Smythe 15 YEARS

William & Albine Cook Larry & Debbie Pyykko

10 YEARS

Marc Dexter U-Wen Kok Grace Ng Vito & Mary Sestito Matthew Sonnenberg Roy Tam

5 YEARS

Paul & Gillian BelleFontaine Steve & Joan Bennett Paul Bertelink Steve De Burgh Amar & Elizabeth Goraya Mike & Karen Hilton Robert & Eva Hunter James & Kim Myers Wolfgang Wiesner Aaron & Sally Wolkoff



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



Porsche of London

Porsche of London is one of Canada's newest Porsche dealers. Thanks to our loyal customers; we have been ranked #1 in customer satisfaction since our opening. Porsche of London is proud to offer our clients quality new and certified pre-owned Porsche product as well as off brand vehicles. Why wait to drive your dream car? Contact Porsche of London today.



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THE WAY WE WERE...

35 Years Ago

Inside cover had an ad from Nethercote-Lee, a Porsche dealer in Hamilton. John Powell ran a race school at Mosport. UCR was attempting to levy a local membership fee of \$10/year. The theme of articles was member participation and the editor was asking for member articles. Talk of buying a Porsche in the US. A lengthy article on 356 restoration appeared.

25 Years Ago

Provinz brought home a first-place trophy from Colorado Parade and Rosemary Adam won a Parade trophy in the tech quiz. *Provinz* was up to 32 pages and added three new advertisers. Richard Roell joined, as did many others. One of the new Trackies was Steve Podborski-yes, THAT Steve Podborski. Members wrote reviews of Mid-Ohio and Watkins Glen DE events. Crawford Reid was lengthy in his review of a long tour through the northeast with a six-car group of like-minded friends. Bruce Farrow and Steve Megill had parts for sale. Megill was looking for a 930 to buy.

20 Years Ago

First issue by **Karl Thomson** as creative director. Provinz won second-place trophy at Parade. That was its third national award. Botho von Bose and Tony McGrath trophied in autocross and Rosemary Adam in tech quiz. Sussi Jensen did a review of Cincinnati Parade but failed to mention cross-dressing. Then I turned the page and there was the picture of the UCR gang in drag. I wore a blonde wig and a floral kneelength dress. New members included Scott Brown and Bruce Sutherland. The Jakubowskis published baby Erika's picture, a sister for Margaret, who is a DE and club racing hot shoe these days. **Bruce Farrow** won Concours with his 356 Convertible D. There were 60 competitors. **Ben Ciantar** wrote about adding horsepower. The DE weekend registration fee was \$175. We published Hans Pfaff's obit. He was a true friend and Porsche enthusiast.

Contributed by John Adam, UCR Historian

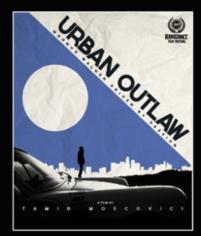
SPECIAL EVENT ANNOU.

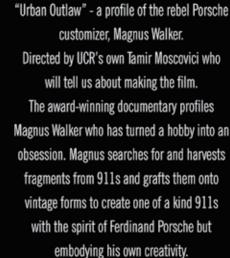
UCR MOVIE NIGHT

AT THE SEPTEMBER SOCIAL

Tuesday, September 10th; 6:30pm

A premier showing of the documentary







Space will be limited. You will need to advise attendance at the following email address: social@pcaucr.org



Location: The beautiful showroom of UCR supporter OnWall Solutions 305 Supertest Road, Unit 305, Toronto (Allen Rd. & Finch Ave. area) Major Draw Prize: Customized Garage Floor of 400sq ft - a value of \$2,400 - generously donated by OnWall.

Sign up NOW and don't be disappointed.















Isabel Starck UCR Socials Chair

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.

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

Upcoming Events

September 10, 2013, 6:30 pm

UCR Movie Night. Film-maker and UCR member Tamir Moscovici will screen his award-winning short film, Urban Outlaw, about rebel Porsche customizer Magnus Walker. Q&A to follow. RSVP required to: social@pcaucr.org. Location: OnWall Solutions, 305 Supertest Road, Unit 305, Toronto area. SOLD OUT! Waiting List Only.

October 8, 2013 6:00 pm

Tour of the new world-class Porsche dealership in Oakville. Our October Social will be hosted by Porsche Centre Oakville, a new dealership debuting in September 2013. Porsche Centre Oakville is Canada's 15th Porsche Centre. It is part of the Policaro Automotive Family. This 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



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AUGUST SOCIAL

Winter in August

By Laurel Ward, UCR Member

he venue was Mimico Cruising Club, but the topic was wintertime fun at our August 13 Social. We were thrilled to hear stories from Stephan Griese, Drive Event Manager and Laurance Yap, Head of Marketing, both with Porsche Cars Canada. They presented us with their Camp 4 Video depicting their Winter Driving Experience at Mecaglisse, Quebec. Camp 4 is a two or three-day winter driving experience in brand-new Porsches with studded tires. Participants learn driving techniques on specially prepared ice and snow tracks. This is hosted by Porsche Cars Canada every year from late January through to mid February. They are signing up people for the 2014 Camp 4 and spaces are limited. So if you want a trip of a lifetime learning drifting techniques on Slalom courses and skidpads and tracks, this is a Camp not to be missed. Check out the website for more details: http://www.porsche.ca/camp4.

Brad Usherwood and Laurel Ward, previous participants of Camp 4S, shared their memories of what made the Winter Driving Camp an outstanding experience. The crowd of more than 60 members enjoyed a perfect summer evening dreaming of wintertime fun.

We thank Stephan and Laurance for their outstanding and engaging presentation. They know everything Porsche and entertained us with stories and laughs. Smiles everywhere.

The evening ended with Dagmar Pegg handing out door prizes to eight lucky members with the finale going to John Cupp who won a UCR jacket! Well done and thank you Dagmar!





Stephan Griese and Brad Usherwood share a laugh





The Journal of Upper Canada Region

CLUB NEWS Fast friends

THANKS DREW!

NNJR's DE Chair and VP, Drew Karpinski, wrote after the joint NNJR-UCR July DE at CTMP:

i All,
It was a long eight hour ride back to New Jersey
Sunday night, but I had a lot of good memories
to reflect on from three great days at one of the best race
tracks in North America!

I wanted to take this opportunity to thank everyone for attending our joint NNJR/UCR event! These events obviously can't happen without participation, and we had a great group of folks this past weekend!

I have some special thank yous for organizers who put in hard work so that we could all have some fun:

Bob Michaelson and Dave Osborne - Thank you for all of your work behind the scenes, starting in the winter with planning! Also, thanks Dave, for bringing by the beer on Saturday.

Mike Carr and Craig Mahon, our NNJE Chief Instructors—Thank you for manning "the wall" in pit lane, and keeping everything running smoothly and safely.

Our joint corps of instructors from UCR and NNJR—Education requires instructors, and you guys and gals did a fine job!

Our tech steward, Ken Casterline, and his roaming crew of techies – No wheels fell off, so you must have done a good job! Thanks for working before and after the event to keep us all safe.

Our Tower Chief, John Adam—If you ever decide to defect, we've got dibs! You and your crew are awesome! Our staging stewards, Leslie Shrem and Frank Bennett—It's a little like herding cats sometimes, but you managed to keep everyone staged and out on track on time! Special thanks to Leslie who stayed on until the very end.

Our Front Gate steward, Tom "T-Bone" Iervolino—Thanks for all you do!

Also, a big thank you to UCR President, Walter Murray, for his hospitality on Friday night at a very enjoyable UCR dinner!

We look forward to seeing everyone again next year, if not sooner! I know some of you will be with us at Watkins Glen in a few weeks, and others have said that they will be with us at VIR in November. Have a great summer and driving season!

All the best, **Drew Karpinski**

PS: To the gentleman who lost a hat and sunglasses at the event—we have them! Email me for details.

And in August, we returned the favour

A group of UCR (and Rennsport) drivers did make their way to the Glen for the three-day NNJR DE

August 2-4. The weather was perfect, the track sublime and the organization impeccable. The back of the event T-shirt says it all—from all of us to Drew and the



Track "walk" NNJR-style.

whole NNJR team: Thank you for a fantastic weekend of driving, great food, and welcoming hosts!



A couple UCR first-timers enjoying the Glen.



The garages at the Glen, full of Porsches.

Race 4 a Cause

Calling all Porsche Drivers! Come, bring your family to Race 4 a Cause—a day of fun and go-kart racing in support of Autism on October 20, 2013 at Grand Prix Kartways in Downsview Park. When not racing, guests can enjoy the arcade zone and Magen Boys Entertainment for fun, dancing and prizes. For ticket information, please email info@action4autism.ca for details.

Action 4 Autism is a Toronto based non-profit charitable organization. All funds raised go to: Ease the financial burden of therapy, and one to one home care through The Jennifer Ashleigh Foundation; subsidize the summer camp experience for kids with autism at Camp Kennebec; support Autism research at Holland Bloorview Rehabilitation Hospital. For more info, please visit www.action4autism.ca

Prince Edward County Tour

The Edge of the World heads east

If you are a regular reader of *Provinz*, you may recall a note in the March issue advertising "The Edge of the World Group" for Porsche owners east of Toronto. The group has swelled to about 26 members and has conducted a "tour" each month since May.

Our July run took us into wonderful Prince Edward County on a beautiful sunny day with the route planned by Peter Matthewman and his assistants Dave and Mark. Six Porsches (and their drivers and passengers) assembled just off Highway 401 on Wooler Road before commencing the trip into the County. Dave and Mark are avid motorcyclists so it came as no surprise that the roads they chose would be a treat for us and our Porsches. The group stopped at Karlo Estates Winery, a relatively new establishment in the County, on the edge of Wellington. We were treated to a wonderful array of wines along with complementary snacks. In addition to the great wines, Karlo Estates Winery has one of the largest "dry stone" bridges in Canada.

Following the tasting, the group motored on through Wellington and down to the southern shore along a series of scenic byways to the Waupoos Winery where lunch was served. Then we travelled onwards around the "horn" of Prince Edward County to the Lake on the Mountain. The route back north and across to the west side of the County found us travelling along many secondary roads.

About five or six hours after we started, we parted company with a commitment to get together again. If you have a Porsche and are interested in coming along for the ride, drop me a note at tashcroft1@ cogeco.ca to get onto our mailing list. Hope to see more of you next month.

Terry Ashcroft, The Edge of the World Group



Edge of the World group.

Zone 1 BBQ

On September 21st we are holding a Zone 1 BBQ in Walpole, New Hampshire. Our hosts are Green Mountain members David & Pamela Howard and Bob Kimball. The BBO location will be at the Howard residence located in the centre of town from 10am-3pm. This is a great opportunity for all Regions to coordinate a driving tour to New Hampshire to enjoy an afternoon of cars and great food. Speak with your local Region to see if they have already organized their driving tour! RSVP to Green Mountain Region President, David Smith by emailing him at davidcsmith911@gmail.com. The cost for this event is \$10 per person, payable by check to Green Mountain Region PCA. Your check can be sent to David Smith, at 328 Norford Lake Road, Norwich, VT 05055.

Sports and Event Photography by michael a. coates 905. 592.1962

SPANCimages.com/porscheclub

TECH SESSION

The Bad, the Ugly and the Good (Part 1)

By Pedro P. Bonilla GCR PCA

f you own a Boxster, a Cayman, or a water-cooled Carrera up through model year 2008 (inclusive), this should interest you.



I'll try to dispel the myths and tell it to you straight, as we believe it to be true. First read through the bad and the ugly; you need to understand it, but I promise there's a good as well at the end.

The Bad

All M96 and M97 engines have an intermediate shaft, supported by bearings on both ends. A small (but important) percentage of these cars is known to have issues with the intermediate shaft (IMS) bearing nearest

the flywheel. This end of the IMS, in contrast to the other end, does not receive pressure fed oil for lubrication, hence the failures.



The list of the M96/M97 cars includes all Boxsters (1997 to 2008), all Caymans (2006 to 2008) and all Carreras (1999 to 2008), and excludes the Turbo, the GT2 and the GT3 which share the old air-cooled engine design, based on the 964 engine case. These IMS bearings have been known to fail with as little as 5,000 miles while at the same time there are vehicles

with 250,000-plus miles still on the original bearing. Porsche made the first revision of the IMS bearing in model year 2000, going from a double-row bearing in

the earlier models to a single-row bearing.

Porsche made the second revision of the IMS bearing in model year 2006, going to a much larger single-row bearing. The single-row cars (2001 to 2005) have the highest failure rates.



All of the three IMS bearings Porsche installed in the M96 and M97 engines have been known to fail.

The double-row and single-row (up to 2006) can be extracted and replaced without having to remove the engine from the car, just the transmission. The larger

single-row (2006 to 2008) cannot be extracted from the engine without removing the engine and opening the engine case.

Porsche has never acknowledged there was an issue with the IMS bearing and its design,



but for model year 2009 the factory introduced a brand new engine, the MA1, which does not have an intermediate shaft (IMS) nor the IMS bearing. Cars that are driven regularly and driven hard have fewer IMS bearing failures than those that are babied and sit in a garage or are not tracked or driven spiritedly. If the IMS bearing fails the most likely result is catastrophic engine failure.

Tech Editor's Note: Did you know just driving your car could lead to a catastrophic engine failure? Up to 10 percent of certain Carreras, Caymans and Boxsters can have their engines fail because of a single bearing that wears out. Known as the intermediate shaft (IMS) bearing, this part has been the cause of much discussion and debate. Pedro Bonilla from Pedro's Garage recently provided additional information I would like to present in the above two-part article, which will run this month and next. As always, please let me know your thoughts about this topic and others you may wish covered. Even better, volunteer to write a technical article of interest. You can reach me at George@ONeillRealEstate.ca. - George O'Neill, UCR Tech Editor



The intermediate shaft (IMS) bearing in all of these cars needs to be treated as a wear item, replaced roughly every 50,000 miles.

Every time you replace the clutch (or drop the transmission) it is recommended that you check/replace the IMS bearing.

The Ugly

What's the percentage of failure? On the model years 2000 through 2005 (which use the smaller, single-row IMS bearing and have the worst track record) the failure rate is accepted at nearly 10 percent of all cars by the time they reach 100,000 miles.

Why do these bearings fail? The simple answer is lack of proper lubrication. Porsche installed these IMS bearings completely sealed with lifetime



grease. With time, heat and a little splash of rancid oil found inside the IMS, the grease dissolves and the bearing dries out. Very soon thereafter it starts to overheat and starts to wear the race and or the balls, eventually

leading to catastrophic failure. The opposite side of the IMS is also supported by a bearing which is constantly lubricated with a stream of oil from one of the oil pumps. This bearing has never been known to fail.

What can be done? There are several manufacturers that offer replacement aftermarket IMS bearings (including ceramic ball bearings). I want to let it be known that replacing the IMS bearing does not cure the problem, it just treats the symptom, like a (temporary) pain killer. These aftermarket bearings (including the stronger and more efficient ceramic-ball types) are also recommended to be replaced every 50,000 miles and also have been known to fail as well.

The Good

To get to the good part, and it's REALLY good, please check out the next issue where we will explain about the FINAL (and affordable) IMS bearing solution.

To learn more about the IMS and more, please visit my website at: wwwPedrosGarage.com. Happy Porscheing, Pedro



Do you have an idea for an article, or would you like to contribute one? If so, send an e-mail to George@ONeillRealEstate.ca and remember to include any comments about this article.



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Porsche Centre Oakville



SUNDAY, SEPTEMBER 15TH

PRESENTS THE

UCR 2013 CONCOURS D'ELEGANCE

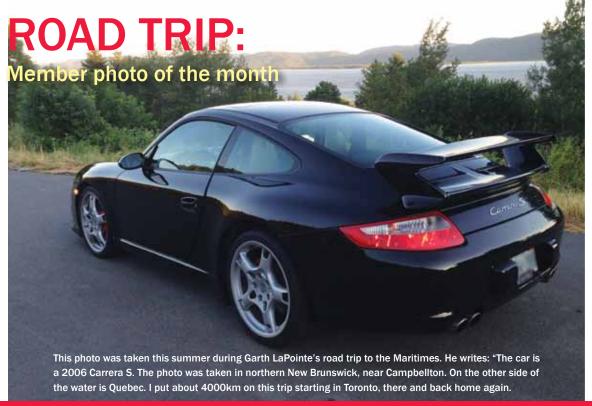
The Porsche Gathering of the Season!

On the beautiful grounds of Moser's Grill, 4448 Guelph Line in Burlington, from 9.30~am to 2.30~pm.

We want to see all of you out there, with your precious garage queens and your every day drivers alike. Come and join the fun, bring the family, and enjoy an early Sunday with nothing but great cars and great people in a gorgeous setting.

Please see the insert in this issue of Provinz or visit: http://pcaucr.org/ailec_event/concours-delegance-2013/ for all of the details and to register.

All spectators are welcome free of charge and get to vote for the People's Choice Award! Then again, why not just enter your car for a chance to win a beautiful trophy? See you there!



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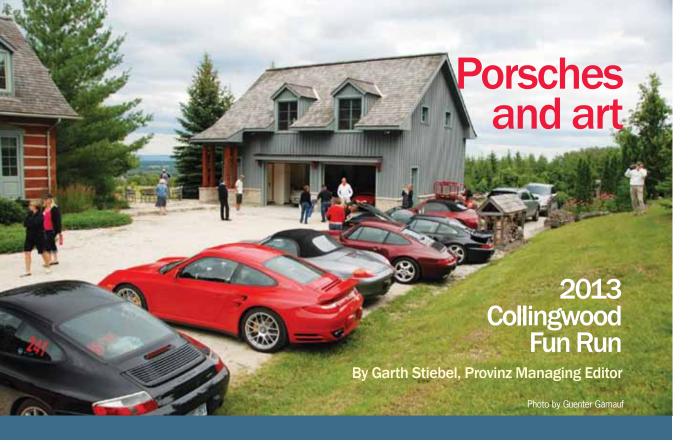
113 Cushman Rd. Unit 24 St. Catharines, Ontario L2M 6S9 email: augusteauto@cogeco.net



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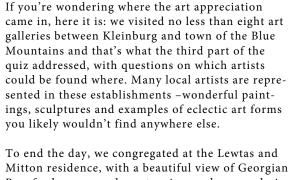
t only takes a moment to realize all Porsche owners are, by definition, artlovers; just look at what we drive! I had registered for this Fun Run some months ago and was looking forward to a great day of motoring on all those curvaceous country roads between Kleinburg and Collingwood, with a lunch and the company of fellow members to enjoy. When I found out that the theme of the day was art, it was like the icing on the cake. I should have known Hazel de Burgh and Don Lewtas and their respective spouses would find a way to make this day even more special, and I was not disappointed.

The day began with an early drive to Kleinburg to meet the group and register shortly after 8:00am. We were presented with a folder containing a map, navigation instructions and a quiz in three parts. The first was cunningly formulated to get us to introduce ourselves to everyone we could, as it asked questions like "What drivers joined the club in 2012?" or "How many Boxsters are on this run?" (There was a stunning 2014 model, barely a month old!) The second part of the quiz asked us to keep our eyes peeled for various works of art, including banners, signs, statues etc, that we would find along the way, with photographs as helpful hints.



Organizers Don Lewtas and Hazel De burgh show the prizes for the top three teams.

In the parking lot, Hazel and Don gave us the details on organizing the cars into two groups of twelve, driving with the emphasis on safety, where and how long we would stop etc. The distance of the route would be approximately 240km with an anticipated duration of about six hours, including about 3.5 hours of driving, two 15- to 20-minute rest stops in the morning, about 60 to 90 minutes for lunch (in Thornbury at about 1pm), and another 20-minute rest stop in the afternoon. Then we hit the road. I had a crackerjack navigator who kept me on track with precise instructions and frequent reminders to zero-out my odometer at every turn. I enjoyed the driving and she worked on the quiz between changes in direction.



Bay, for beverages, dessert, prizes and camaraderie. And what a wonderful day it was; many thanks to Hazel, Martin, Don and Barbara for all their hard work and generosity. It is volunteers like them that are the soul of UCR.



Martin Tekela and John Adam, no doubt cooking up trouble.



Third place winners: Mario & Debbie Goyette



Second place winners: Tim & Leone Hesch



Veronica Low and Michael Pohlmann enjoying the ride to their first place finish.

First place winners: Michael Pohlmann & Veronica Low, with a score of 51 out of 55.



Garth Stiebel and navigator Helga Smolders work on the quiz.



Photo by Hazel de Burgh

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By Mike Edmonds, UCR Club Race Chair

hose of us who follow the history and pedigree of Porsche automobiles know one thing for certain...their true home is on the racetrack. Porsche's racing heritage is unequalled by any other auto manufacturer in the world, constantly setting the benchmark for performance.

There are few better ways to experience Porsche racing past and present than Porsche Club of America's Club Racing. With year-round events at tracks all across North America, PCA Club Racing is an exceptional program that allows members to experience the thrill of competition with their Porsches in a safe, fun, and exciting venue. From 944s, early 911s, modern Boxsters and Caymans, to GT3 Cup cars, the breadth of Porsche engineering is showcased along with the passion and dedication of the drivers who compete.

Upper Canada Region is always excited to host our annual CanAm Challenge, the only PCA racing event in the calendar north of the border, which this year took place fittingly on Canada Day weekend June 28-30 at Canadian Tire Motorsport Park (CTMP). With two PCA race groups, an advanced



Grid Captain Terry Cassan keeping things on schedule



Action in the corners.

solo lapping group, and the return of our special guests, the BMW Club of Canada Trillium Chapter hosting a concurrent BMW CCA Club Race, there were plenty of great cars and driving action showcased. CTMP is known as one of the most challenging and thrilling circuits in North America, so drivers and race teams from across Canada and the United States come out to experience this great event weekend. The racing promised to be even better this year with the great improvements the new ownership group have put into the track and facilities, with additional paving providing even more speed to the already daunting corners.



L-R: Scrutineers John Cotter & Donna Amico, UCR Event Chair Mike Edmonds, Timing & Scoring Roland Nieves, Chief Steward Bruce Boeder

One of the most satisfying moments for me is feeling the anticipation in the air when I get to the track on Thursday, seeing all the trailers, cars, drivers, and teams of dedicated enthusiasts in the paddock getting ready for the intense driving and fun competition to unfold over the next three days.

An event of this magnitude is not possible without the immense commitment of our club, in both the planning and execution of the weekend, which begins with registering and preparing for all the drivers, team members, and volunteers who make everything happen. A special thanks to our official race registrar Brent Muir, Laurel Ward, Horst and Marie Petermann, and Mick Oliveira for receiving everyone and making sure they're processed and ready for their driving run groups or work assignments.



Tower crew, L-R: John Adam, David Langton, Angela Ward, Christina Dale, Robb Dobbie

PCA Club Racing is made possible by both our region and a dedicated group of national staff volunteers, who are assigned to races and function as the chief operating officials, ensuring the rules and principles of the program are followed and the competition is fair and safe. Working our event this year was Bruce Boeder (Chief Steward), Donna Amico and John Cotter (Scrutineers), and Roland Nieves (Timing & Scoring).

Friday is when all these great cars and drivers enter the track for their first full day of practice runs. However, to make all this happen there is an incredible amount of support which has to be in place for

a competitive racing event. A full complement of marshals at every station, paramedic crew, race doctor, and fire and rescue crew have to be in place and ready before race cars can roll onto the track.

We also have a strong group of dedicated UCR volunteers who help with every facet of the event

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and Joanna Wolff



Jack Webb and Rosemary Adam managing the timing and scoring.

weekend. Guided by the tower announcements of John Adam, our grid captains Terry Cassan and Neil Dowdell direct the crew to stage the cars and release them onto the track. Once the runs are completed, every racer wants to know how their times were, so they can see where they can improve and compare to the other cars and drivers in their class.

This is the responsibility of the timing and scoring crew, led by long time UCR friend Tim O'Brien, with Janice and Rick Ritz and Denise and Jim Norman helping in the tower, and the trackside copy centre running smoothly under the direction of Jack Webb and Rosemary Adam. A big thank you to everyone who came out to volunteer, without your help an event of this magnitude would never happen.



The BMW club race provided a full grid.

After a great day of practice runs, famed Canadian racer Rick Bye once again graciously provided an informative track walk. Surely those drivers who participated were aided by his intimate knowledge of the track and insights into how to maximise their

speed and track awareness.

Saturday is when the real action begins, with morning warm-up and qualifying, then two sprint races for each race group in the afternoon. It was certainly a full slate of racing action, and by the end of the day all the drivers certainly had their share

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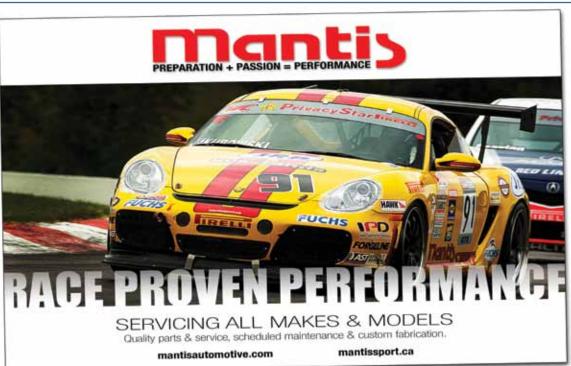
of excitement and fun around the track, testing their skills and competing with their peers.

After a long and action-packed day on the track, it is then time for UCR to show our hospitality to everyone with our Saturday night dinner and awards reception. This year we were lucky to enjoy this at the fabulous new event centre facility at CTMP. Janet and her team prepared a wonderful meal, and over our food and drink we all had a chance to reflect on the day's excitement and enjoy the company of all the Porsche enthusiasts who make this event such a great success. It also provides an opportunity to thank our sponsors, with this year our title sponsor Braidan Tire and Porsche Cars Canada generously giving their support.



Sunday concludes with my personal favourite event, the 90-minute endurance race. This longer format tests both the drivers and crew, with the additional concentration involved in the longer run and the complexity of pit stops. We had a tremendous race, with a large grid of Porsches from every era. The speed differentials can be challenging, but all the drivers showed amazing poise and skill in running a very clean race.

For those of you who have never experienced a PCA Club Race, I highly recommend watching the calendar for next year's UCR CanAm Challenge. Our region produces one of the best events on the schedule, thanks to our amazing volunteers, Canadian hospitality, and one of the most exciting tracks. Get involved in racing, volunteer with our amazing crew, or just come out to watch the great Porsche cars and PCA drivers compete around the track. After three years of volunteering as the race chairperson, I have certainly enjoyed my experiences with the great team of people I have met and worked with. Next year I am looking forward to stepping back slightly into an advisory role, with a special thanks and warm welcome to UCR member Mick Oliveira who will be taking the reins as event chairperson for 2014.



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PCA/UCR 2013 NOMINATING COMMITTEE SEEKING RECOMMENDATIONS

UCR's Nominating Committee nominates candidates for election to the elected offices of the Club and conducts the annual elections.

The elected offices are President, Vice President, Secretary, Treasurer, Director of Communications and five Directors.

The Club's Board of Directors comprises the ten elected officers and the most immediate past President.

If you are interested in being nominated by the 2013 Nominating Committee for election this year, or wish to recommend another member for nomination, please advise the Chair, Del Bruce at the following email address: delb@rogers.com

You can also contact any other member of the 2013 Nominating Committee, namely Mario Marrello, Walter Murray, Patrick Michaud or Mark Solomon.





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New and old get together

Porsche Centre Oakville celebrates 50 vears of the 911



Story and pictures by Eshel Zweig, Provinz Photo Editor

n a prelude to its official opening scheduled for September 2013, Porsche Centre Oakville and the Policaro Automotive Family hosted 911 50, a special 50th anniversary celebration of the automaker's most enduring model, the 911. The display, located at Towne Square in downtown Oakville, Ontario, featured a classic, original 1965 Porsche 911 on display alongside the new 50th Anniversary Edition. Only 1,963 examples of the 50th Anniversary car will be built, with the Canadian allocation limited to 50 units. Porsche Centre Oakville is currently taking orders for them.

The event brought together passionate Porsche owners, club members, and the public to meet dealership staff and representatives from Porsche Cars Canada to learn more of the highly anticipated opening of Porsche Centre Oakville. Francesco Policaro, General Manager for the new dealership, conveyed that "with more than 5,000 square meters in size, we will be proud to welcome guests to the largest Porsche dealership in North America when it opens".

Policaro also added the special touches that Porsche enthusiasts can expect. "It will feature a cafe and lounge, where guests can enjoy



catered food, including breakfast, lunch, and light snacks in the evening; and, plans are in place to have a plug-in charging facility located in the showroom which will showcase the upcoming Panamera S E-Hybrid plug-in sedan". And, exclusive to Canada, it will have a Classic division with a full restoration centre headed by veteran





Porsche restoration expert Jay Lloyds, to provide specialized service to Classic Porsche vehicles for enthusiasts to have their vintage cars returned to like new condition right at Porsche Centre Oakville.

Legends of the Autobahn "Was lange währt ist endlich gut." By Kye Wankum, UCR

his old German proverb, loosely translated to "what takes a long time and much effort will finally be great," certainly applies to the Legends of the Autobahn event held at Canadian Tire Motor-

past June, alongside the annual Canadian Historic Grand Prix organized by VARAC (Vintage Automobile Racing Association of Canada).

UCR was first approached by the local Mercedes-Benz club regarding this ambitious undertaking in January of this year. I attended a first round of discussions with Harald von Langsdorff, president of the Mercedes-Benz Club of America, Toronto Section, and Randy Sparre, event organizer for the BMW Clubs Canada, Trillium Chapter. One of the points of the mission statement of PCA is "To establish mutually cooperative relationships with other sports car clubs" and so, after that initial meeting and the concept striking me as quite ex-

citing, I recommended to the UCR board that we go ahead with this endeavour.

The Legends of the Autobahn originated in California, where



sport Park (Mosport) for the very first time this

our three clubs joined together to present a similar car show four years ago. However, ours was to have an added twist: it was to be held alongside the annual vintage racing festival at Mosport, was to be a car show with driving events, such as

thereby adding an attraction to that event and giving ours a foundation to build upon. As well, ours a rally and controlled track lapping, organized





by VARAC. Both the BMW and the Mercedes club used their area of our common Legends "corral" for their annual Concours, while UCR had a friendly Show and





Shine competition instead, with our own Concours still coming up on the 15th of this month.

Hundreds of emails and several organizing meetings later, the big day was finally upon us on June 15th and, blessed with gorgeous weather, the event turned out to be quite beautiful, with all participants, spectators, sponsors and organizers thrilled with the outcome.



I must commend Bob DeShane of VARAC for doing a tremendous job with the organization of the vintage festival, while at the same time lending us a hand in getting things sorted amongst ourselves. I ended up chairing the organization of the event on behalf of UCR on my own; I would definitely recommend that there be at least two event chairs in place should UCR decide to do

this again. There was also a challenge in organizing volunteers for the day itself and it was only through some friendships within the club that I managed to find a captain for the event day in long-standing member, John Van Atter, while I was attempting to participate in the vintage races myself that day. Thank you, John! This was certainly one of those opportunities where even inexperienced volunteers could have helped out for a few hours in a beautiful and fun setting, and walked away

with an awesome hundred-dollar crew shirt supplied by event title sponsor, JRP/SONAX to see the gorgeous vintage race cars on track and in the paddock.

I would also like to thank our other volunteers in the UCR camp: Pat Van Atter, Doug Ailles, Mike Bryan, Anne and David Forbes, Walter Murray, Mark Solomon, and Andy Hunt (UCR Goodie Store).

Our UCR sponsors were OnWall Solutions, Douglas Ailles - The Plan by Investors Group, RS Road/Show Automotive Appraisal, and Harmony Printing. A big Thank-You for your support!

And finally, our Show and Shine Trophy winners were: Class 1 - Porsche 356 - 1948-65: Stephen Lax; Class 2 - Porsche 911/912 - 1964-73: Rob-

> ert Offley; Class 4 - Porsche 911/912 - 1974-89: Syed Ali; Class 5 - Porsche 924/944/928/968: Renato Favret; Class 6 -Porsche 911 - 1990-98: Brad Parker; Class 9 - Porsche Boxter/Cayman: Mike Bryan; Class 11 - Porsche Special Interest: Kye Wankum.

Our MC for the event was automotive journalist Jim Kenzie of the Toronto Star. Jim also presented the trophies to the participants from all three clubs and shared the odd quip or anecdote to keep everyone entertained. Thank you, Jim Kenzie!

For more photos, please go to: www.legendsoftheautobahn.ca/photos-2/





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The Auto One Group has made a huge splash in the Canadian Automotive scene over the past year and a half, consistently growing into one of the largest and most customer-focused sales and leasing companies. With three convenient locations in Toronto, Etobicoke and Vancouver, they specialize in Leasing, Sales and Sourcing of All Makes, All Models and All Years. With an active inventory of over 225 vehicles ranging from luxury import sports cars to domestic pickup trucks, they are certain to have something that fits your needs!

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The Group's flagship location, Auto One Palladini Sales and Leasing emerged in 2011 via the integration of multiple independent affiliate leasing companies and dealerships in Toronto.. The dealership is conveniently located off highway 400 and Finch making it easily ac-

cessible from all GTA regions. The dealership consists of one of Canada's largest Indoor Showrooms, a Service Centre complete with Six Service Bays, state of the art equipment and a Custom Detailing Department. If you are in the market for a vehicle, need servicing, or are simply wanting to visit a beautiful location, ensure this dealership is on the top of your list.

If you love Porsche, Auto One Owner and President Kevin Andrews alongside his brother Dwayne lived your fantasy. They participated in this years 10th anniversary of The Bullrun Rally, running from the historic city of Montreal to beautiful New Orleans driving a 1987 Porsche 928 with a 1993 GTS engine

that was bored, sleeved and supercharged amongst a long list of work that turned this Porsche into a monster. Just the sound alone would send a chill down your spine and it is all thanks to the Service Technicians at Auto One Palladini. The Porsche dubbed "Crankenstein" was able to race to a fourth place finish while stretching every limit possible. Perhaps it will make an appearance again next year.

For more information on the Auto One Group visit their website www.autoonegroup.ca.



Learning new tracks

Part I of a series - Type I turns

By Robert Moniz, **UCR Treasurer**

here's a peculiar anticipation and apprehension in exploring new tracks. Ideally, the quicker you can learn how to get the most of out the track in terms of car balance and speed, the sooner you'll find your rhythm, and the sooner you'll start enjoying the venue.

A great way to learn a new track is to break it down into meaningful components. Understanding which corners are more important than others allows you to maximize your experience each lap by developing consistency. Consistency leads to smoothness, and we all know smooth is fast—and safe.

Earlier this year I got to experience the circuit at Mont Tremblant for the first time. In preparation for the event, I studied the track map, and whatever online videos I could find. However, apart from learning the flow, the videos underrepresented the amount of elevation change the track provides. The real gains in understanding the track came in two forms; some excellent track notes from our Chief Instructor, Stephen Goodbody, and a fortuitous ride with an American instructor, David Kane. Although Stephen's notes were inch perfect, I found them somewhat overwhelming at first. It wasn't until after David's simple explanation of how to dissect a track that I was prepared to absorb the finer details of Stephen's notes.

Unfortunately, we won't always have access to such amazing track notes. Depending on your schedule, you might not have been able to participate in one of our DE track walks, which are the next best thing. I'd like to pass along what I learned from that weekend, and some subsequent research to share some simple yet important concepts.

David's advice that day was based on the classification of turns by racer and writer, Alan Johnson. According to Johnson, there are three types of turns; Type I, Type II, and Type III. In this article (the first of a series) we will focus on the most important set, Type I.

A Type I turn leads to a straightaway. Type II turns are those found at the end of a straight. Lastly, Type III turns comprise everything else. Simple enough, but it's not quite that easy. Let me explain why, using Mosport (CTMP) as our working example.

CTMP is made up of more than one straight. Johnson's guidance goes on to tell us that the longer the straightaway, the more important, or the higher priority the Type I turn leading into it becomes in relation to other turns on the track. By now, most experienced drivers reading this have already pegged the back straight, the front straight, and the run up to and over Turn Four as the longest straights. Below are tables that list each corner by turn type, and their corresponding priority.

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

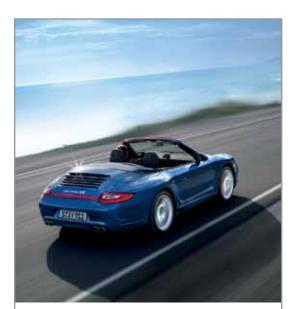
Referring to Tables 1 and 2, a bit of analysis is required to differentiate each straight and corresponding set of turns. However, now that we know which corners represent Type I turns, and which priority to assign to them, we'll focus on how to best prepare ourselves for them. The following principles apply to Type I turns:

- Set the balance of the car early
- Apex late
- Achieve maximum exit speed

I'm assuming the reader understands the natural track line, but in case you don't, the natural line around the track is one that attempts to straighten out the corners, enabling the driver to carry as much speed as possible around the circuit. To accomplish this, turns are approached from the outside edge of the track, passing through the geometric centre of the inner edge of the corner known as the 'apex', followed by exiting the corner by 'tracking out' to the outer edge of the pavement.

The underlying objective of a Type I turn is to build as much speed as possible entering the straight. This will enable higher speeds at the end of the straight. Let's look at each of the principles above, individually.

Setting the balance of the car early more often than not requires braking early then loading the wheels that are delivering torque. For almost everyone reading this, it will be your rear tires, including later model



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...continued from page 30

911 Turbos, and C4(S)s. The later you brake, the more you'll need to master smooth heel-and-toe shifting to shorten the work zone leading up to the turn. Balancing the car prior to the apex allows for early application of throttle to build up as much speed as possible while the steering wheel might still be pointed in.

A late apex will provide the longest trajectory down track past the turn. This enables maximum throttle to be applied. A late apex refers to the delay in turning in, which is past the geometric apex of the turn. Typically, a late apex is two-thirds the way around the turn towards the end of inside curbing. The exciting thing about CTMP is the high number of blind apexes. Depending on your line, there could be as many as five. Hence, you're committing the car to the late apex without actually seeing it

To achieve maximum exit speed, not only does the throttle need to be applied early, but the steering needs to be opened up as soon as possible. When you enter a turn, the front wheels act as passive brakes. Anyone who has pushed a shopping cart with a damaged front wheel knows how much more effort is required to move the cart forward when the front wheel refuses to stay straight. On a track, novice drivers have the tendency to unwind the steering wheel too slowly by following the turn all the way around. Opening up the steering should be mated with smooth application of the throttle ending in full throttle just prior to the steering wheel being straight. The more powerful your car is, the more you'll have to develop this relationship.

Using these principles for Type I turns, let's determine how they apply at CTMP. From Table 1, we've identified corners 5b, 10, 1 and 3 as being Type I turns. Turn 5b has the highest priority because it leads to the longest straight. Turn 2b has the lowest priority, but still has priority over a Type II turn which we will cover in a subsequent article.

To get 5b right, you need to have the correct line through 5a. Your entry to 5a may vary depending on how much speed you carry through 4. The faster you go through 4, the earlier you'll be forced to apex 5a. As you can see, every turn is influenced by the one preceding it. I find the challenge with 5b to be getting the car straight prior to the apex curbing. It's a tight space with a short work zone. It's important to understand the pivot point of your car when trying to maximize setting up for 5b. Rear engine, rear wheel drive 911s have their pivot point under the front axle. Mid-engine Caymans and Boxsters have a pivot point very close to the geometric centre of the vehicle, as do 944s with their front engine, rear transaxle configuration. Therefore, trying to apply maximum throttle as close to the apex as possible will be a challenge for 911s. Depending on

your setup, it sometimes feels as though the entire car is sitting on the left rear tire at this point.

Turn 10 is similar to 5b in the fact that a Type III turn precedes it. Knowing Type III turns are the lowest priority, the objective setting up for 10 is pick a line that achieves maximum exit speed as close to apex as possible. The later you apex Turn 10, the more straight track at exit you will see, and the more throttle you can apply. Full throttle at the apex will bring you out to the exit curbing.

Turn 1 is one of my favourites because it's a combination of Type II and Type I. We'll get into Type II turns in next month's article, but for now, it's important to know that Type II turns, which occur at the end of a straight demand maximum momentum into the turn. Therefore, Turn 1 is a compromise of going deep to carry speed as well as setting up early to apex late. The actual apex of Turn 1 is often way beyond any cone that is set up for lapping days. The sweet spot is actually a depression in the pavement about three feet past the storm drain at the end of the curbing—very close to the concrete wall on the right. Setting up early for this turn allows early throttle application way before the storm drain. Done correctly, you'll feel as though you're being shot out of the turn, and you'll need all of the track upon exiting. It's worthwhile noting the track falls off camber near the

end of the exit curbing. It takes a lot of confidence to keep the pedal down as the car tracks out here.

The only point I'll make on Turn 2b at this time is that you can be full throttle way before the actual apex. Given 2a is a Type III turn, your line leading up to 2b should allow for a trajectory that allows full throttle through 2b to the exit curbing of 2. We'll go into greater detail on turn 2 next month.

Turn 3 is another classic corner at CTMP. Blind apex, elevation and camber change. To get the most out of Turn 3, the same Type I principles apply. Set the car up early. Third gear seems to provide the best torque band through the turn, but 4th gear can be used if you've overcooked the entry. It seems to me a lot of drivers get on the throttle too late approaching the apex of Turn 3. Many are not at full throttle until three or four car lengths past the apex. The exit of Turn 3 actually has a lot of track to accommodate getting on the throttle early. A shift up to 4th gear should be required before the exit curbing if you've maximized torque through the turn.

So, to sum up Type I turns, try to remember; if the corner leads to a straight...apex late.

Next month we'll look at Type II turns.



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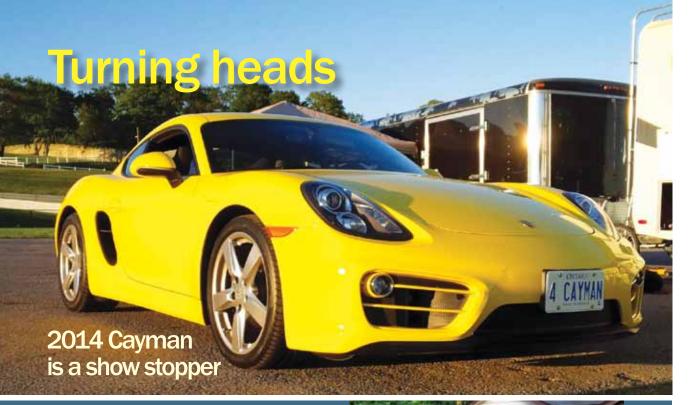
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...continued next page

32 Drovinz



By Emily Atkins, Provinz Editor

This thing looks fast before you even turn the key. 77

ooks can be deceiving, and in the case of the 2014 Cayman, they are, in a few ways.

First, it looks like a small sports car. It's not. The thing dwarfed an old Jeep Cherokee it was parked beside in my driveway. It's longer and beamier. As with its 991 big brother, the new Cayman has grown.

Second, because it has no back seat, one assumes the car cannot carry much. Not so. I took it for a weekend away and was able to stow in the front hatch: a three-man tent, sleeping bag, driving helmet, race suit, boots etc, folding chair, running shoes, a full-size pillow, my GoPro camera and kit and my lunch. In the rear hatch went my camping mattress, duffel bag and laptop. This is impressive cargo capacity, ample for a weekend getaway or roadtrip. You will need packing skills; I credit my years of sea kayaking with my ability

to nestle everything in correctly, but still, I was impressed with the Cayman's capacity.

Ok, so now that we're packed, let's take it on the road. With 275hp, the base Cayman is no powerhouse. It is smooth and



responsive, as you would expect, but it doesn't have that kick-in-the-butt explosiveness of a 911 (and I don't think it was because of the load in the trunks). However, what it may lack in raw torque, it makes up for in handling. The steering is precise and light, and the car goes exactly where you put it without discernible over or understeer. It really does feel perfectly balanced. The suspension is absorbent, even a tiny bit soft, which combined with the superb sports

> seats, makes the ride comfortable. If I had a comment to make to Porsche, I'd ask about the rather obtrusive mechanical sounds produced when shifting gears. Especially when shifting from neutral to first, there is a fairly loud

noise produced by the transmission. It's one of the few places where this car seems to lack refinement.

The other that I noted in my week-long test, was the steering wheel. It's far too big for the car. It felt awkward for the entire time; it wasn't one of those things you get used to and forget about. The rest of the interior is well organized. There are flip-down door pockets, a proper glove box, and a bit of space on the rear deck. Controls are well-placed—standard Porsche. This base model came with no Navi, no aux jack or Bluetooth streaming, so it was a week devoted to listening to the lovely engine note.

At this trim level, the car netted out at \$63,805, which included upgraded 19-inch wheels and the convenience package. Base price is \$59,900 for the 2.7L. six-speed manual.



The 2014 Cayman is a moderately fast car, with superb handling, and awesome looks. In Speed Yellow it earned the most compliments of any car

The Journal of Upper Canada Region

I've driven lately, Porsche or other brand. If you are looking for a great sports car, that's good value and really fun to drive, I would recommend this Cayman. If you want something faster, please watch this space; a review of the Cayman S is planned for the Fall.









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OBJECTS OF DESIRE



Emily Atkins Provinz Editor

Waiting for the punchline



Photo by Will Chir

y car has good comic timing. Just as a great comedian has that innate sense of how long to pause before delivering the punchline, my car knows exactly when to break down. It seems to have developed this comedic ability recently, shortly after I did some preventive maintenance.

The 944 Turbo is driven almost exclusively on the track, and to get to and from the track. It's almost never driven around town, except for regular visits to the mechanic for tech inspections.

Most weekends I'm at the track with it, so Sunday nights when we roll into the driveway all in one piece, with no mechanical failures and tires still showing a little tread, it's been a great weekend of lapping or racing. The car gets unloaded, refueled then parked until the next event. So it was unusual that it went for a short drive last Monday, the result of my delaying doing a car shuffle in my narrow downtown driveway.

On the drive home we stop for a light going up a hill. Putting the car into gear on the green there's an explosive BANG, and it's dead in the water. The motor's running but no power is getting to the wheels.

Good thing I had the four-ways repaired recently, but why didn't I deal with the non-functioning parking brake? My only way out was to roll backwards and over to the curb from the left lane into a miraculously available parking spot, and wait for a tow. But without the p-brake or gears, I couldn't get out of the car without it rolling down the hill. I was left with no option but to call 911 (I always laugh at that number – should be 944) and wait, with a trembling right leg, for the helpful cops to find me some bricks to block my wheels. Passersby found the sight of a mid-life woman driving a decaled-up 944 surrounded by cops with lights flashing pretty interesting. Did she steal it? Street racing?

Once my disabled ride was up on a flatbed the problem was obvious: the driver's side CV joint had sheared right off the

differential. I was shocked. This was a brand new part that had been installed only two weeks previously.

In the interim, my car had taken me to the track for four days of competition and had behaved flawlessly, hundreds of kilometres from home. It handled the stresses and abuse of high-speed cornering, hard acceleration and brutal braking on the track, and ferried me safely through weekend traffic on the 401, only to catastrophically break around the corner from the mechanic and while at a complete stop. How is this possible?

And it's not the first time. Two weeks ago I got home from the track and parked on the street. Later, when it was time to park in the driveway, the car would start only reluctantly. Strange, since it was fine at the track. Next morning it wouldn't start at all. It turned over, but couldn't catch. Again, the car made it through days of strenuous track driving without a hiccup, only to fail at home.

If the CV joint had failed at the track, it could have caused a serious crash. Sudden loss of control on a corner can result in a rollover. On the highway it could have meant a major accident—imagine finding yourself suddenly freewheeling at 100-plus kmh in traffic. Good luck pulling off the road without getting rear-ended.

But none of these things happened. The car waited until pretty much the perfect time to quit. I even had my roadside assistance card with me when the joint sheared, and that's not usual.

I asked my mechanic if the "timing belt" he had recently replaced was designed not to regulate the engine, but to cause a failure immediately after a track weekend. He laughed and said "only for clients who don't pay their bills".

I'm grateful and feel tremendously lucky that the car has developed this sense of timing. But if it happens again, I'm taking it to Yuk Yuks to get it fixed.

The Journal of Upper Canada Region

TRACK







've got some exciting news for all of the Advanced Driver Education participants. Most drivers wish they could experience new tracks, new challenges and new thrills. The problem is that those same drivers also aren't willing to go anywhere. If you live in the GTA it's easy to go to Mosport (CTMP) and still be home for a late dinner and sleep in your own bed. Last year we went to Calabogie and lost money. This year we went to Shannonville, which is only another hour's drive from Mosport, and still didn't have enough participants to break even. The 2014 season should be different.

Mosport's owners have decided to go ahead with building another track on their property. Most of you are familiar with the Driver Development Track, the Skid Pad facility and the stock car oval down the road from the big track. This winter, all of that property will be combined to produce a new race facility. While the exact plans and layout are still a closely guarded secret, rumor has it that the multi-cornered road course will incorporate one of the banked turns from the Oval. That sounds like fun and a challenge to me. I might even call the new track Canadian Tire Motorsport Park.

We'll need three days to adjust to a completely new track. The Friday will likely be an Instructor Day and an opportunity for our Instructors to learn the new track. It will also be an Introductory Driving School for the newcomers. Saturday and Sunday will be a full Driver Education event where everyone can experience the new facility at speed. So get out your 2014 Calendar and mark off Friday, Saturday & Sunday, August 15th, 16th & 17th for your brand new track experience. You can still go home and sleep in your own bed.

One of the concerns the Track Team always had was that we might leave someone behind. Not sitting on the side of the track waiting for a ride, but not getting the attention and support that it takes to improve their skills. That would be easily remedied by having a hundred and fifty Instructors standing around waiting for your invitation. That only happens in my dreams. Our Instructors are only human. I know it's hard to believe, but those brave men and women have homes, families and the occasional cottage that divides their attention through the summer months. Even one of my nephews missed a track event this summer to get married. What a slacker!

Years ago we used to place an Instructor Rating form in the student's envelope, but asking someone who had never done a DE before to complain about the program is just a waste of paper. Either they didn't get filled out or everything was perfect. Many trees were sacrificed with no real input from their demise. This year Mike Bryan, one of our Board members, and I will be generating an online survey. Not one of those that ask you how wonderful we are as part of a marketing campaign, but one that asks you how we can improve. We genuinely want to do the best job we can, so please help us do that. We'll let you know when it's up and running by printing the address on your assignment envelopes.

In the meantime, for those of you who don't feel that you're making progress, tell Stephen Goodbody. Our Chief Instructor is not just an amazing hot shoe and mentor to the Instructor group. He is also one of the nicest guys you could ever meet. Just walk up to him and tell him what you need. If you've been in the White or Black run groups for a couple of years and you feel like you're just driv-

ing around, let him know. He will find an Instructor for you who will help you light that fire you used to feel when you entered the program. You need to make an effort at this hobby. Set goals for yourself and spend the weekend achieving them. Let us know how we can help.

This is a note for the beginners who started out at Shannonville this season. Going to a new track can be a sensory overload. There are many processes from Staging to Tech Line that you may not be familiar with and Mosport (CTMP) is a big place. Please don't wander around lost and feel left out. There are at least 10 people running around with Radios in their hands. These Track Team members know the system and if they don't they are a button click away from the answers you need. None of them bite (except Andy) so don't hesitate to ask us anything. You are the future of this program, so we do all this work so your kids can enjoy this program

Speaking of kids, I want to share our successes with you. The way I measure our success is by the good that we do. After another fantastic "driven 2 smile" event this year and the upcoming Braidan "Wheels for Humanity" event, we still managed to take over 45 "Kids with Cancer" for laps around Mosport this season. These kids and their parents are battling through a disease that few adults can comprehend. They manage with grace and humor and we have the privilege of taking their minds off of it, if only for a few hours.

David Forbes and his contacts invite them to Mosport where our Instructors, on their own time, give them and their parents a thrill that they might not otherwise experience. In return, we enjoy the knowledge that we did something good. The kids, their parents and caregivers then join us for a Flaggers Lunch provided by the DE Team. So when you see this excited group of people wandering around at lunch time on Saturdays, you can feel good about yourselves too. It's your support of the DE program that allows us to do it.

September used to be the last event of the season. Then five years ago we added the Oktoberfest event. Most years we've been very lucky weather-wise. With enough global warming maybe we'll be able to add November Fest sometime in the future. So please keep using those aerosols and emitting as much CO2 as possible...lol. Oktoberfest is the one event of the season to which we invite all German cars. Got a BMW, Audi or Mercedes tucked away that you always wanted to drive on the track? Bring it to Oktoberfest. Got friends in the BMW, Audi or Mercedes Clubs? Invite them to join us for the weekend. It's a great finale to the DE Season and we'll enjoy sharing a meal and a beverage with all of you.

See you trackside,

Dave



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THE PORSCHE -PHILE Walter Murray

Cars: Red 2002 911 Red 2007 C4S



alter Murray, former Vice Chairman of RBC Capital Markets, first joined UCR in 2008. The club would soon discover that Walter takes a genuine interest in everyone he meets, and his passion for life has resulted in his continued commitment to the club and its members. In 2008, Walter's first Porsche was a Boxster, followed with the purchase of a 2002 996, red, soon to become his track car.

Walter embraced the Driver's Ed in that year, and with dedication and drive he became rookie of the year. Club members have embraced Walter's "love of life", and hanging out at his trailer on track days to chat and sometimes to keep warm has become as much a part of DE weekends as driving their cars. Walter continued to enjoy his participation in DE. His passion for the car and its performance (Johnnie at Fiorano Racing did an awesome

job on the set-up) led to the purchase of his next car, a 2007 997 C4S, red, in 2009. Walter entered this car in Targa Newfoundland in 2010, partnering with Wayne Spiegelberg as his navigator and found the experience simply awesome! To date, Walter has tracked his Porsche 996 all over Ontario and in the US. He has met many great people through these experiences, and has really appreciated the way that club



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members unselfishly share their knowledge and expertise.

Walter's passion for cars, and in particular for the club, has led him to the next level of commitment, as he accepted the position of Director in 2010/2011 and then President in 2012. Walter's passion, dedication and professionalism remain evident in his new leadership role.

He reflects that unique and positive philosophy as our club President, as he emphasizes team work and mutual respect that ensures a sustainable and successful future for UCR.

THE STEERING COLUMN



Emily AtkinsProvinz Editor
porschemily@rogers.com

ello, my name is Emily, and I'm a Porsche addict.

It's sad September now, the month when we inevitably begin to contemplate the long, dark months with no driving. The winter will be long—and painful—there's no getting around it. For

those of us with the bug in a bad way, the months of withdrawal are hard to take.

I have the antidote. Instead of spending your time watching the snowflakes fall, looking for the one in a zillion that's Porsche-shaped, why not put your longing to creative use and write about your 2013 car life or 2014 plans for *Provinz*? Trust me, it's therapeutic.

Relive the highs of the past summer, share your addiction with a group of like-minded fanatics. Tell us all about your car project, your road trip, your DE

Porsche-holics anonymous

experience, the race you won—or lost—all the places your Porsche took you, metaphorical or real.

If you are more of a photographer than a writer, why not use the dead of winter to organize all those files on your laptop and pick a few good ones to share with your fellow UCR members through the pages of the magazine? Everybody will feel better in the bitter months between November and April when they see your lovely shots of sun and shiny paint and the summer seduction of the road.

We are all the same in our love of these beautiful engineering marvels we own. But we are all so very different in the way we experience it. This is my challenge to you: Before you put the car away for the winter, please take a few minutes to commune with it, listen to what it tells you, how it makes you feel. Now, if you are so inclined, please write about it and send me the results. Your sharing will help to sustain the thousands of other Porsche owners who are also jonesing for their rides in the salty season.



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PERIPHERAL VISION

t Parade we renewed our acquaintance with Paul Gregor and Sandra Mayr, the Porsche Club contact persons at Porsche AG. Paul is a Canadian from Uxbridge and was relocated to Atlanta last year. We also met and

Atlanta last year. We also met and socialized with Porsche Cars Canada's Laurance Yap and Louis Martin, who are based in Mississauga.

John Adam

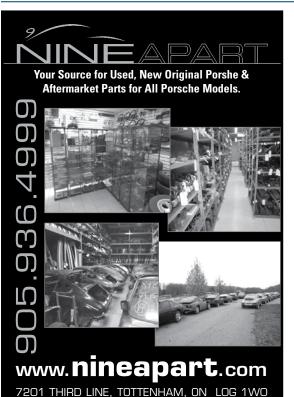
At the main Parade hotel, the nicely done hospitality area served the purpose very well. The Goodie Store was rather sparse for old timers. The on-site dinners were noteworthy for the excellence of the food served in the large convention facility of Grand Traverse Hotel.

Strangely enough, when we attend Parade, there may be dozens from our region but any number of them never come across our radar screen. That happens each year and I have difficulty understanding it. Perhaps we saw their Ontario license plate in the parking lot at times but never met the member. Same thing happened this year. The American Parade attendees had been missing our Canadian hijinx and expected a repeat performance in 2013. We got noticed! Especially Rally Rick with the genuine road-kill fox he wore on his head.

I know that you will hear it from others, but...elections are coming up in November and we will be determining who manages our club and its activities next year. The new board, in turn, should appoint all the 2013 event chairs before its traditional Planning Meeting later in the year. Think about doing your part to help. We have been members since 1983 and the return we have received for our investment in the club has been very rewarding. The bottom line is that you are getting out of it in proportion to what you put in. It may be time for you to consider getting involved in any number of areas that you have some modest skill at. It's not just about P-cars. It's about people. You and me.

Any member of the board or event chair will be happy to talk to you about the opportunity for you to get involved in the way that you find most enjoyable. Be part of the team and you will be working with some great people, adding your own ideas to make our club even better and having a lot of fun at the same time.







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