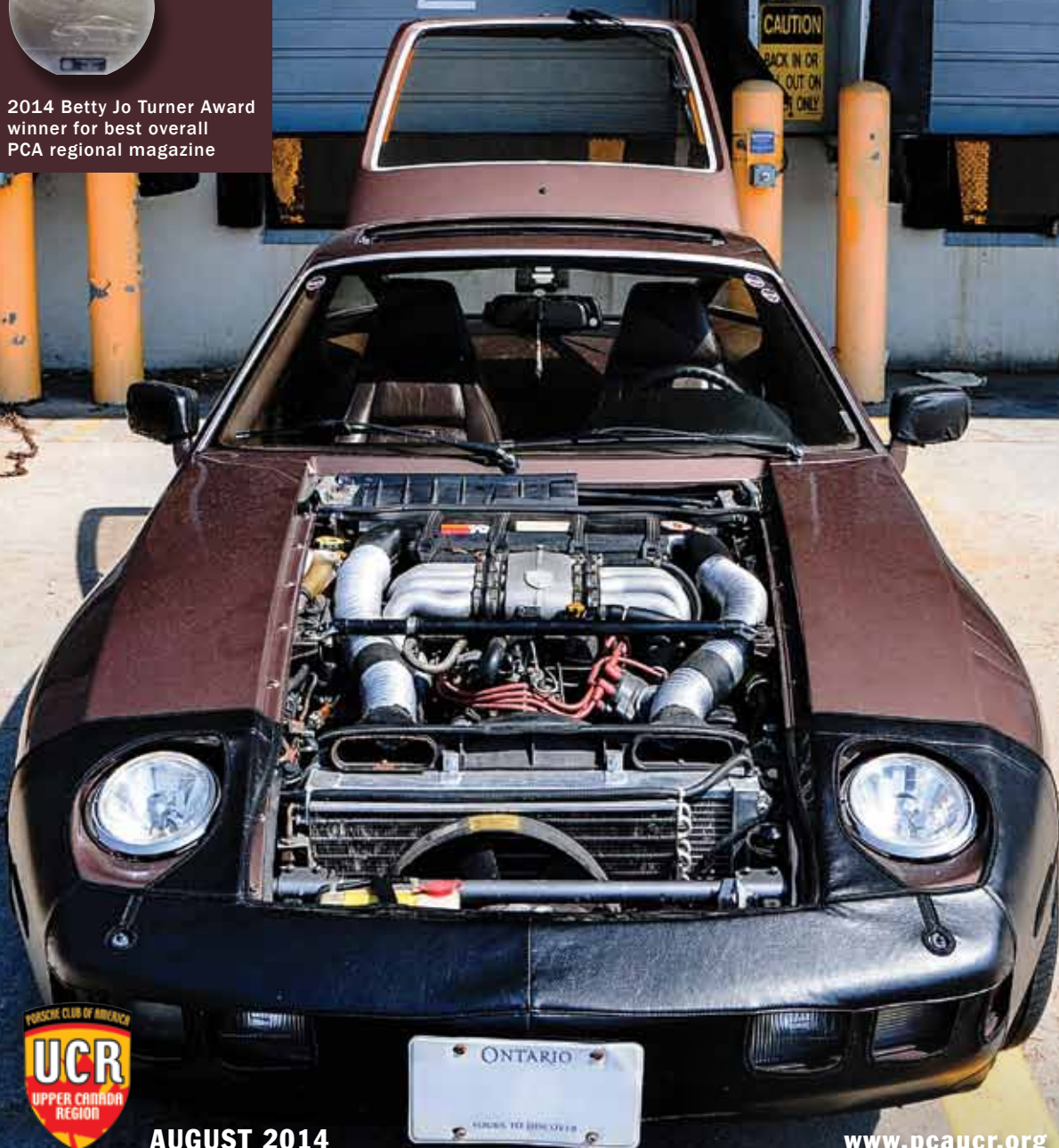


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THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA



2014 Betty Jo Turner Award  
winner for best overall  
PCA regional magazine



AUGUST 2014

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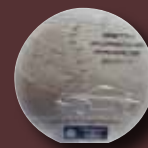
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2014 Betty Jo Turner Award  
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PCA regional magazine

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Canada Post Publications Mail Agreement Number: 40042299

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AUGUST 2014

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**Cover:** Image by UCR member  
Wolfgang "Sonny" Lott. For the  
full story see page 7.



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[@provinzeditor](https://twitter.com/provinzeditor)  
[@PCAUCR](https://twitter.com/PCAUCR)



# 2014 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](http://www.pcaucr.org)

## APRIL

1	Tues	UCR Board Meeting
8	Tues	UCR Social
12	Sat	UCR Introductory Driving School, CTMP (New Facility)
19	Sat	UCR Introductory Driving School, CTMP (New Facility)
27	Sun	Launch into Spring, Open House 427 Auto Collision

## MAY

3	Sat	Muskoka Spring Fun Run
6	Tues	UCR Board Meeting
10, 11	Sat-Sun	UCR Driver Education, CTMP (Main Track)
13	Tues	UCR Social
31	Sat	Porsche of London Fun Run

## JUNE

1	Sun	UCR Autocross, Toronto Star, Woodbridge
3	Tues	UCR Board Meeting
6	Fri	Driven 2 Smile Charity Event & Solo Lapping (Red & Black Groups) CTMP (Main Track)
7-8	Sat-Sun	UCR Driver Education, CTMP (Main Track)
10	Tues	UCR Social
14	Sat	Bear Manor Niagara Escarpment Poker Fun Run
15	Sun	Father's Day Yorkville Exotic Car Show, Toronto
22	Sun	Tire Rack Street Survival School, Seneca College Campus, Finch Ave. & Hwy 404

## JULY

5	Sat	Niagara Fun Run
6	Sun	UCR Autocross, Toronto Star, Woodbridge
8	Tues	UCR Social
12	Sat	UCR Rally
18-19-20	Fri-Sat-Sun	UCR Driver Education, CTMP (Main Track) with NNJR
26	Sat	Blue Mountains Rivers & Lakes Fun Run

## AUGUST

5	Tues	UCR Board Meeting
8-9-10	Fri-Sat-Sun	Solo Lapping at UCR Club Race (Signed-off groups) CTMP (Main Track)
12	Tues	UCR Social
15	Fri	UCR Introductory Driving School, CTMP (New Facility) and Solo Lapping (TBA)
16-17	Sat-Sun	UCR Driver Education, CTMP (New Facility)
24	Sun	UCR Autocross, Toronto Star, Woodbridge
24	Sun	Hearth Place Fun Run & Car Show

## SEPTEMBER

2	Tues	UCR Board Meeting
9	Tues	UCR Social
13	Sat	Porsche of London Fun Run
14	Sun	UCR 2014 Concours
19	Fri	Braidan Tire "Wheels for Humanity" Charity Event & Solo Lapping (Signed-off groups) CTMP (Main Track)
20-21	Sat-Sun	UCR Driver Education, CTMP (Main Track)
27	Sat	Muskoka Fall Fun Run
28	Sun	Tire Rack Street Survival School, Powerade Centre, Brampton

## OCTOBER

3-4-5	Fri-Sat-Sun	Targa Prince Edward County
4	Sat	Fun Run
5	Sun	UCR Autocross, Toronto Star, Woodbridge
7	Tues	UCR Board Meeting
11	Sat	UCR Rally
14	Tues	UCR Social
18-19	Sat-Sun	UCR Driver Education, CTMP (Main Track)

## NOVEMBER

4	Tues	UCR Board Meeting
11	Tues	UCR Social

## DECEMBER

2	Tues	UCR Board Meeting
9	Tues	UCR Social



# PRESIDENT'S FORUM

By Walter Murray, UCR President



As I write this on Canada Day, I can't help but reflect on how exciting the month of June's activities were. It kicked off with Autocross on June 1 at the Toronto Star Building, continued on June 6 with the amazing driven2smile day at Mosport (CTMP) where Red and Black drivers gave rides to those who have unique medical, physical and emotional challenges. The event was organized by Jill Clements-Baartman with Del Bruce quarterbacking UCR's side. More than 400 rides were given around Mosport. It proved once again a smile is worth a thousand words. Way to go UCR! The Saturday, June 7 lunch break saw the Instructor Group give rides to young children from the Hearth Place Cancer Support Centre. One has to admire the courage and enthusiasm for life these young cancer victims bring. I always find this event very emotional and incredibly rewarding. Throughout the DE weekend, the weather, for once, was awesome.

Also in June we had a great social visit with our friends at Downtown Porsche, a superb Bear Manor Niagara Escarpment Fun Run and the Tire Rack Street Survival School. It takes an army of volunteers to coordinate these events so to avoid missing someone, let me extend a great big thank you to all who made it happen.

June also brought the PCA Parade in Monterey, California. Upper Canada Region's newsletter *Provinz* won the Betty Jo Turner award as the best magazine in ALL of the 141 Regions in PCA. This is the first time we have won this prestigious award and our congratulations go to editor Emily Atkins and her team for this outstanding achievement.

In a close contest, Upper Canada Region was the first runner up for the "Region of The Year" Award. This recognition is a testament to all the amazing work our volunteers do in so many areas of the club. Way to go team! Our congratulations to the winners, Santa Barbara Region, who were also celebrating their 50th anniversary.


UCR is also delighted to congratulate our own Jennifer Webb on being the Zone Website winner. You will recollect we are part of Zone 1, which encompasses some 12 other clubs. Jennifer has been the Zone Rep for a number of years and has done an outstanding job. Unfortunately she will be stepping down at the end of this year and we will miss her guiding influence.

July brings the first announcement seeking recommendations for 2014 Officers and Directors. Please see the notice in the magazine on page 11, and if you are interested in being considered for nomination please contact me or any other member of the Nominating Committee.

As I reflect on all our activities, we are indeed fortunate to have such a great group of volunteers and a great base of members. Your board is here to arrange activities that are of interest to you, so if there is something you would like to put forward, we would welcome the suggestion.

Enjoy the summer weather, go for a drive in your beloved Porsche and enjoy the experience of giving it your TLC. I know I will.

Till next month, drive safely.

Walter Murray  
[murray.dexta@gmail.com](mailto:murray.dexta@gmail.com) 

*Sports and Event Photography* by michael a. coates  
905 . 592 . 1962  
[SPANCimages.com](http://SPANCimages.com) / [porscheclub](http://porscheclub)



# Welcome! NEW MEMBERS



Name	Location	Model	Thanks To
Barbara Amesbury	Toronto	11-Cayenne S	Downtown Porsche
Soyab Baggia	Markham	14-Cayenne	Downtown Porsche
Teresa Bernys	London	14-Cayenne	Porsche of London
Steven Brammer	Unionville	09-Boxster	
Michelle Budd	Woodstock	14-Cayenne	Porsche of London
Mark Carpani	Oakville	06-911 S	
Kwok-Wai Chau	Markham	10-Cayman	
Ian & Jane Chisholm	Toronto	14-911 C2S	Graham Choquette
John & Russ Coey	Toronto	76-911	
Peter Colby	London	02-911	Porsche of London
Don & Lisa Coulson	Barrie	06-911	Web
Rob Craig	Courtice	95-911	
Kenneth D'Entremont	Bolton	11-Cayenne	
T.J. Daris	Toronto	10-911 T	Downtown Porsche
Jack Darmon	Guelph	08-911 T	
Aq Dhalla	Toronto	07-911 C4S	
John Di Sebastiano	London	14-911	Porsche of London
Mei Do	Toronto	14-Cayenne	Downtown Porsche
Alan Foulkes	North York	14-Boxster	Downtown Porsche
Jeff Gardiner	London	01-Boxster	
Stephanie Giannakeas	Burlington	90-944 S2	
Kelly Gray	Toronto	13-Cayenne	Downtown Porsche
Barbara Hall	Woodstock	13-Boxster	Porsche of London
Paula Harnum	Toronto	15-Macan S	Downtown Porsche
David Harvie	Woodstock	06-Cayenne T	
James Holdsworth	Woodstock	14-Cayman	Porsche of London
Mike Juricic	Tecumseh	14-Boxster S	Porsche of London
Bahi & Abby Kandavel	Toronto	14-911 C4S	Downtown Porsche
Andrej Kula	Cambridge	11-Cayenne	
Vanessa Lee	Scarborough	14-Cayenne	Porsche of London
Dehui Li	Richmond Hill	14-Cayenne	Downtown Porsche
Jie Li	Scarborough	14-Cayenne	Downtown Porsche
Jordan Lipson	Toronto	14-911	Downtown Porsche
Wei Kun Liu	London	14-Cayenne	Porsche of London
Shahrokh Mansouri	Toronto	14-911	Downtown Porsche
Jason Maynard	Scarborough	14-Cayman S	Downtown Porsche
Wendy McCann	London	15-Macan S	Porsche of London
Ward McKay	Toronto	14-Cayenne D	Downtown Porsche
Dave Nagpal	London	14-911 C4S	Porsche of London
Dave Parker	Innisfil	08-Cayman S	
Daniel Peleg	Jackson's Point	14-Cayenne	Porsche of London
Grant Perry	Toronto	15-Macan S	Downtown Porsche
Tullio & Paola Pianegonda	Caistor Centre	12-Boxster S	
Stephen Reed	Toronto	14-911 C4S	Downtown Porsche
Mark Rivalsrud	Oakville	90-911 C4	
David Rose	Thornbury	Cayman S	

Scott Rutledge	Toronto	12-911	Ted Slightham
Sandip Singh	Brampton	13-911	
David Spiro	Toronto	14-Panamera GT	
Martin Stanley	Picton	08-Boxster S	
John Stix	Waterloo	14-Cayman	Downtown Porsche
Jamie Taylor	York	15-Macan S	Downtown Porsche
Robert Tengelits	Thornhill	83-911 SC	
Greg Twinney	Caledon	11-911 TS	
Chris Wallbank	Toronto	11-Cayman S	
Feng & Bo Au Wan	North York	14-Cayenne D	Downtown Porsche
Miaomiao Wang	Oakville	14-Cayenne D	Downtown Porsche
Xiaoqiang Wang	Markham	14-Cayenne	Downtown Porsche
James Wilson	Toronto	15-Macan S	Downtown Porsche
Kevin Yang	Richmond Hill	14-Cayenne D	Downtown Porsche
Robert Young	Toronto	00-911 C4	

## Congrats! ANNIVERSARIES

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

25YEARS

David Bain  
Anselmo & Pirkko Beretta

15YEARS

Stephen & Judy Corras

10YEARS

Sonia Lovell  
Carlos &  
Patricia Pas-Soldan

5YEARS

Greg Baldwin  
Luc & Carrie Anne Brunet  
Carlos DeSequeira  
Derek Fisher  
Glen & Carrie Frankling  
Steven Green

Andrew &  
Trevor McKenna  
Kevin McKinney  
Matthew &  
Martha McMurray  
George &  
Jennifer Rioual  
David & Lisa Valeriani



## COVER STORY

### The hoodless autocrosser Kirk Katzel's "hotrod" 928

UCR member Kirk Katzel arrived at the last AutoCross event without his hood, thanks to a faulty latch. Fortunately he was able to retrieve the hood, relatively undamaged, and still attended the event. Photographer Sonny Lott caught this image of Kirk's 928 looking very "hotrod".



Photo by Wolfgang "Sonny" Lott UCR member





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## THE WAY WE WERE...

### 30 Years Ago

The annual Concours d'Elegance was hosted by HJ Pfaff Motors at their Newmarket location. Pfaff was celebrating its 20th anniversary, making them the oldest Porsche dealership in Canada. **Marc Plouffe** was promoting an October rally event. Parade was in Appleton, WI, and it proved to be a turning point in the history of UCR. The autocross event was in competition with the Corvette club. It seemed that there was a summer pool party with a beauty contest of cross-dressers. I don't know how I missed that.

### 25 Years Ago

LeMans was all the rage because a Canadian team had entered three Porsche Turbo Cup cars in a preliminary race and some UCR members were in attendance. Twenty-two new members joined, including **Mike Acerra** and **David Watson**, who bought my '83 944. DE registration was \$65/day. **Howard Dexter** was just getting started as our Chief Instructor.

### 20 Years Ago

**Botho von Bose** was promoting the annual Awards Banquet at Movenpick restaurant. DE registration was \$125/day or \$175/weekend. The 356 Registry had its annual "Holiday" in Toronto with local organizers **Aziz** and **Hinze**. A series of one day mini-tech sessions was organized by **Ben Ciantar**. This is a program that could easily be reconstituted. **Ken Jensen** was organizing a Fall Colours Tour. I wrote a review of the 1994 24 hours of LeMans.

### 15 Years Ago

**Irene Orr** was promoting the Awards banquet featuring **Mike Acerra's** band as well as **Erin Davis** as guest speaker. The Fall Colours Tour featured a drive through Niagara hosted by the **Helstons**. **Bryce Virgo** reviewed the Kelso Concours d'Elegance, his last of three.

Contributed by **John Adam**, UCR Historian



## SOCIAL EVENTS

By Laurel Ward and Kathleen Wong, UCR Socials Co-Chairs

We wish to provide a welcoming, inclusive and highly enjoyable atmosphere for Socials so that UCR members and guests can socialize and share each other's passion for Porsche car experiences and enjoy continued learning experiences. We rotate venues from dealers, to affordable restaurants, and supplier locales. We publish information on venues and speakers in *Provinz* and on our website. Let us know if you are a first-time attendee. We would like to meet you and introduce you to other members and fill you in on other great UCR activities that may be of interest to you and your family. If you know of speakers or topics that you think would be of interest, please contact us. We love to hear from you. If you have any questions about our Socials, please email us. And to help us organize better, we appreciate your RSVP. We can be contacted at: [socials@pcaucr.org](mailto:socials@pcaucr.org). Socials run from 6:30pm-9:00pm. It is not just about the cars, but the people. We look forward to seeing you there!

Your Socials Co-Chairs, Laurel Ward, Kathleen Wong



### Coming Events

**Date: Tuesday August 12, 2014 @ 6:30 pm - 9:00 pm**

**Venue:** Auto Storage Palace 416-661-6662 <http://autostoragepalace.com/>

425 Alness Street (Dufferin Street & Finch Avenue West), Toronto, Ontario M3J 2T8

Our August 2014 Social will be hosted by Auto Storage Palace, a premiere automotive storage facility opened in late 2013. This is a 33,000 sq. ft. facility with an indoor capacity of 140 cars. The facility is temperature controlled and equipped with 24/7 video surveillance using a state of the art motion & security system. The concept is brought to Toronto by David Empringham, a Canadian professional race car driver and his partners. Zack Empringham, David's brother, is the general manager of the facility.

Join the fun and mingle with your fellow club members while enjoying gourmet sandwiches, pasta and beer. This event also includes a tour of the facility and a raffle ticket draw. Auto Storage Palace has kindly donated free month storage opportunities for the prize draw. Please RSVP to us at: [socials@pcaucr.org](mailto:socials@pcaucr.org)

**Date: Tuesday, September 9, 2014**

**Venue:** Mimico Cruising Club 416-252-7737

[www.mimicocruisingclub.com](http://www.mimicocruisingclub.com)

200 Humber Bay Park Road West (near Park Lawn Road & Lakeshore Blvd. West), Toronto, ON M8V 3X7

**Speakers: Kees Nierop, Former professional Porsche race car driver and Porsche factory driver, sponsored by Porsche Cars Canada**



Photo by Esthel Zweig

We will hear about the Porsche brand from Kees Nierop who has been associated with Porsche for over 30 years. Kees will speak about how his career got started and his fortunate entry to work with Porsche and drive for the Porsche factory. Kees is a former professional race car driver, having won the 12 Hours of Sebring in a 934 Porsche, and the only Canadian to have his name on a Porsche factory race car, now displayed in Stuttgart, Germany at the Porsche Museum. In addition to his extensive racing career, Kees will talk about his adventure in the Transsiberia Rally—the two-week off-road event from Moscow, Russia to Mongolia via the Gobi desert—in a specially prepared Cayenne S. Kees will also speak about adventures closer to home, having instructed at Camp 4/S in Quebec another amazing Porsche adventure for UCR members!

Kees is flying in from his home in BC, just to speak to UCR members—do make a point of joining in for what will be a most engaging evening! Thank you to Porsche Cars Canada for sponsoring Kees to speak at our event.

Kindly RSVP to: [socials@pcaucr.org](mailto:socials@pcaucr.org)



# JULY SOCIAL

## Classic abilities

### Jay Lloyds and Rick Bye entertain with true tales

By Kathleen Wong, UCR Director and Socials Co-Chair

President Walter Murray introduced Gerd Schwarzkopf, who joined PCA-UCR in 1961, 15 years before PCA-UCR received its Charter in September 1976. Gerd told the audience there were only 30 members when he joined, and it is amazing how our club has grown to 3,400 members today. Walter presented Porsche pins to two new members—Louis Kovacs and Richard Metcalfe, and two members who attended our social event for the first time—Colin Barfoot and Michael Meredith.

Our first speaker of the evening was Jay Lloyds, a Porsche Classic Specialist. Jay specializes in engine building, chassis tuning and building special-order Porsche race cars. 2014 is Jay's fortieth year working on Porsches. Jay recently opened his new shop, Jay Lloyds KlassiX, located at 1195 Meyerside Drive in Mississauga.

The first half of Jay's talk focused on Steve McQueen's filming of the 1971 movie "Le Mans", which is considered by those with gasoline in their veins as the best racing motion picture ever filmed. The slate gray 1970 Porsche 911S (a two litre flat-six) that Steve McQueen drove in the opening scene of "Le Mans" sold for US\$1.375 million at the RM auction in August 2011. During the filming

of "Le Mans", Steve McQueen insisted on doing his own driving of the Gulf colour 1969 Porsche 917K at true speed (about 225mph) to create the most realistic car racing movie. This car is scheduled to go under the hammer at Gooding & Co. in August 2014, and it's thought it could fetch more than US\$15 million. The Porsche 917 is the race car that gave Porsche its first overall wins at Le Mans in 1970 and 1971.

Jay then focused on the building of a Gulf-themed original Porsche Speedster, dedicated to the wonderful relationship between Gulf and Porsche in those awesome years. The car belongs to Henry Au, a 15+ year PCA-UCR member. This was a 36-month project Jay started from scratch with a 1994 Speedster shell. He had to change every single nut and bolt in the car, as well as the complete wiring harness. The



Gulf Speedster, Courtesy of Henry Au

Gulf Speedster is fitted with a modified 3.8-litre twin-turbocharged engine producing hopefully 650 hp but it weighs only 1,100 kg! The car was built to perfection. Henry plans to bring the Gulf Speedster to display at the paddock for people to enjoy during the Can/Am Challenge weekend at Canadian Tire Motorsport Park on August 8 to 10, 2014.

Our second speaker of the evening was David Browne from Martin, Merry and Reid Insurance Company, sponsor of the Street Survival School. David indicated the Ontario government requested a 15 percent reduction in auto insurance, and insurance companies can help achieve the objective by offering usage-based plans. Telematics is an onboard device that monitors

drivers' habits such as hard braking, rapid acceleration etc. Drivers with good driving habits will be entitled to a five to 25 percent discount on auto insurance.

Rick Bye was the final speaker of the evening. Rick is a 30-year veteran of professional motorsports. His past victories include races and championships at the NASCAR Busch Grand National Series, the Daytona Rolex 24, D.I.R.T. Modified Stock Car Championship, Firestone Firehawk Endurance Championship, and Rothman's Turbo Cup. From 1990 to 1994, Rick was among the top 15 Porsche racers worldwide in the Porsche Cup Championship.

In 1998, Rick survived a catastrophic brain injury from an accident on a North Carolina highway when he was hauling his Mustang race car to Daytona. He went from a coma to long-term rehab to back behind the wheel as one of the most sought-after high performance driving instructors in North America. Rick was instrumental in establishing the Porsche Advanced Driving School. Rick is currently the President and Driving Coach of Kidney Stone Racing, and he is also the ambassador of Downtown Porsche.

Rick is currently involved in helping the underprivileged to fulfil their dreams of driving race cars on the track. A unique event, probably the first event of its kind worldwide, called Performance Driving Experience was held at Canadian Tire

Motorsport Park on July 2, 2014. Rick Bye was one of the professional driving instructors at the event coaching participants with acquired brain injury, spinal cord injury, neurological disorders and visual impairment. This event gave these people the opportunity to drive a real racetrack prepared car.

Brian Donato was a top-flight skiing instructor and the Director of Sports at Hockley Valley Resort until he suffered a catastrophic accident in 2010. Brian is a paraplegic and he has been learning how to drive a hand-controlled car with Rick. He's now qualified to race Targa Newfoundland (a 2,000 km course) on September 14-19, 2014. We wish Brian and Rick the best of luck.

At the end of the evening, Walter Murray and Dagmar Ruehl-Pegg gave out draw prizes to the following lucky winners:

- Randall Waechter won the grand prize, which consists of two Minichamps Porsche die-cast models and a Michelin key chain, donated by Jay Lloyds.
- Pat Van Atter and John Adams each won a Porsche 991 Turbo die-cast model, donated by Porsche Cars Canada.
- Walter Yewchyn and Richard Metcalfe each won a \$50 UCR goodie store gift certificate.
- Joanne Diamant won a 911RS poster donated by Botho Von Bose.



## PCA/UCR 2014 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 2014 Nominating Committee for election this year, or wish to recommend another person for nomination, please advise the Chair, Walter Murray at the following email address: [murray.dexta@gmail.com](mailto:murray.dexta@gmail.com). You can contact any other member of the 2014 Nominating Committee, namely Mario Marrello, Guido Hafer, Mick Oliveira or Peter Oakes.



David Browne, Kathleen Wong, Walter Murray, Rick Bye, Dagmar Pegg, Jay Lloyds



# TECH SESSION

## Cheap horses through under-driving

By Pedro P. Bonilla GCR PCA

**U**nder-driving (or spinning at a slower rate) the secondary systems in your car, such as the alternator, the air conditioning compressor, the water pump and the power steering pump by using a smaller than OEM crankcase pulley has been successfully used for decades by drag racers and road racers alike.

Under-driving the accessories does not add power to the engine, it frees up power that is normally wasted on over-driven accessories.

But let's not get ahead of ourselves.

In the following photo you can see the parts that make up the subsystems in a modern Porsche engine:



1. Alternator 2. A/C Compressor 3. Crankcase Pulley 4. Water Pump  
5. Tensioner Pulley 6. Idler Pulleys

All of these sub-systems are driven by the main crankshaft pulley (#3 above) via one serpentine belt that snakes around each one of the subsystem's pulleys. Obviously it takes power to spin each one of those subsystems and that power comes from the engine.

It all began with the earlier Boxsters and Caymans that would seriously autocross with dedicated autocross tires, etc. These cars worked the power steering pump so hard that they would literally melt the plastic power steering fluid lines. Competitors started replacing the plastic lines with aluminum bits and started installing heat dissipat-

ers, but they would still boil the power steering fluid. The idea of under-driving the pump was put to the test...and it worked!

But there are always people who have their doubts, so here is a brief Q&A to take care of those questions:

**Q:** "Do underdriven pulleys really give me more power?"

**A:** Yes. Underdriven pulleys free up power normally lost to parasitic drag, so they do deliver more HP. They are also generally lighter in weight than the OEM component, requiring less power to rotate. In fact, underdriven pulleys are one of the cheapest ways of finding HP.

**Q:** "How much HP can I get by installing an underdriven pulley?"

**A:** In a wasserboxer (water-cooled Carrera, Cayman or Boxster) you can expect to see approximately 7-10 HP.

**Q:** "Don't underdriven pulleys cause charging problems?"

**A:** Porsche builds quite a bit of extra capacity into their electrical systems for situations of very high electrical demand, such as driving on a frigid winter night with the high beams on, wipers and defrosters going, as well as seats and steering wheel heaters, all while listening to your favorite tunes on the Bose audio system. In other words, a very powerful electrical system is built into our cars with quite a bit to spare. An older Porsche with a less than optimum charging system and a small weak battery may have a problem with an underdriven pulley, as could some cars with monster audio installations that need more wattage than what's required to power a small city. Realistically though, the vast majority of modern Porsches will never notice a difference with their electrical, A/C, power steering or cooling systems when they install an underdriven pulley.

**Q:** "Will underdriven pulleys cause the engine to overheat?"

**A:** Again, in the vast majority of modern Porsches there is enough reserve cooling capacity to use an underdriven pulley safely. It is true that under-driving the water pump causes the coolant to spend more time in the engine where it will absorb more heat, but by the same token, the same

coolant will also spend more time in the radiators which will allow for the extra heat to dissipate, making it a moot point.

**Q:** "Are there any additional benefits to using an underdriven pulley?"

**A:** In high-RPM situations such as racing or DE events at the track, an underdriven pulley can prevent cavitation by the water pump. When the impeller of the water pump cavitates, it actually spins too fast to push coolant. Coolant needs dwell time in the radiators to lose enough heat before returning to the engine to do it all over again.



Here you can see a comparison of the OEM (six-inch diameter in aluminum) main pulley with one of the most popular underdriven pulleys (four-inch diameter in gold anodized) on the market.



rear of the car. You'll have to remove the air filter box. In the Boxsters and Caymans it will be towards the front of the car and can be accessed through the removable firewall behind the seats.



- Remove the belt by loosening the tensioner pulley
- Remove the lower idler pulley (one bolt)
- Remove the main pulley (one bolt)
- Grind or cut off 1/2" of the TDC marking boss on the engine
- Install the new underdriven pulley (one bolt)
- Install the idler roller removed before (one bolt)
- Install the (smaller) belt (most likely supplied with the underdriven pulley kit)

**Q:** "How much do they cost?"

**A:** A high-quality underdriven pulley kit costs between US \$200 - \$300.

A word of caution: When purchasing an underdriven pulley, make sure that it is a quality-made product. There are some cheap versions on the market and you generally get what you pay for.

An underdriven pulley needs to be constructed from lightweight, but very strong, material. It needs to be precisely machined so that it perfectly aligns with the other pulleys on the engine to allow the belt to seat properly, especially poly-ribbed belts, such as the ones found in our Porsches.

Generally these pulleys are sold as a kit containing the underdriven pulley, a new fastening crankshaft bolt, thread-locking compound and a new—slightly shorter than OEM—belt.

I have personally used an underdriven pulley for over 15 years in my '98 Boxster and have logged over 250,000 miles without any issues whatsoever, even in the South Florida heat and humidity.

For more information on underdriven pulleys, please visit my website: [www.PedrosGarage.com](http://www.PedrosGarage.com).

Happy Porsche'ing,  
Pedro



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**Tech Editor's Note:** Tech Editor's Note: Let's face it, getting more power is always good. Getting more power for very little money is even better! Read on to see how our friend Pedro Bonilla manages to find some added horsepower from his Porsche at very little expense. Remember, if you have an idea for a tech article, we are always pleased to accept articles of interest written by our members. As always, please share your thoughts on what you would like us to cover. Contact me at: [George@ONeillAdvisors.ca](mailto:George@ONeillAdvisors.ca)

George O'Neill







By Thomas Baartman, UCR Special Correspondent Photos by Sandy Philpot and Doug Clements

UCR's Family Fun Day, driven2smile, is held the first Friday of June at Canadian Tire Motorsport Park (CTMP). UCR club members volunteer as drivers, hot pit helpers, operations support and with off-track activities. People, of all ages, with unique medical, physical, developmental, sensory and social-emotional considerations, are given the opportunity of a lifetime—to ride in a Porsche around the world-famous track at CTMP.

Everyone who helped us get in and out of the cars was laughing and joking with us. The racing harnesses were tricky to get into, so I really needed their help with those. They were also great with the little kids—lifting them high above their heads and over the wall. An airplane ride and a ride in a Porsche—who could ask for more? Some of the riders were also in wheelchairs. The helpers were really kind and polite. Everyone was so respectful of each other. Some of the moms and dads were nervous about going for a ride. That was too funny! Most eventually went and had a blast.

As I got into each of the Porsches the drivers would introduce themselves and get to know me. They were really friendly. They asked how I like to go around the track. I always said I liked to go fast!!! I learned about wet and dry lines, how to take corners, and how give passing signals. I've grown since last year, so I had a much better view out of the front and side windows this year.

When I rode in the Porsches and BMWs at UCR's driven2smile, I was exhilarated by the speed on the straight-aways. Some of the corners were slightly scary in the way the drivers took them. I had to really hang on tight. They were so fast; it looked like we were going to go off the track or into the trees. Going up and down the hills was trippy—it gave me the heeby geebies, but I didn't get as car sick this year, though—phew!

The corner workers and Robin, the tow truck lady, were amazing. Robin even took the tow truck out on the track so families could ride together. She had ten people in her truck for one of the rides.

When we weren't on the track, I hung out at the big tent next to the snack bar. There were raffle prizes this year, so I helped sell tickets. The moms and dads wanted to win the bottle of wine and the winery tour, but the kids wanted the skateboard, guitar, RC helicopter or RC cars. People were really excited and having fun.

Inside the tent, we could do lots of things. There were toys for the little kids. Arts and crafts for everyone, and board games for the teens. Beside the tent you could play road hockey or take shots on goal.

Janet and her crew made macaroni and cheese with hot dogs for lunch. Then we were allowed to make our own ice cream sundaes. YUM!!! When everyone came for lunch I was amazed to see just how many people there were. Mom said there were 425 guests, plus 80 UCR member volunteers, 30 other volunteers, and then the corner workers, tow truck crew and the ambulance crew. WOW! We'd never be able to have this many people anywhere else!

After lunch we tried to take the group photo, but quite a few people had already left because they came from far away. One family came from Waterloo. Their son has Autism and loves cars. He was in heaven at UCR's driven2smile. Another family came from a little town east of Ottawa to join their grandkids for the day. Their youngest grandson, who is five, has cochlear implants and still learning to speak. He loved going fast, and the tow truck!

Behind the scenes a lot has to happen before and after driven2smile. Each year we try to raise donations to help with the cost of the activities under the tent. This is my second



year going around with my mom to different stores and talking to them about driven2smile. This year The Daniels Corp (thanks to UCR's own Jim Aird) made a very generous donation again. Long and McQuade donated an Epiphone acoustic guitar; Extreme RC donated an RC helicopter; Scholar's Choice donated Spy Gear; MasterMind donated an RC car set; West 49 donated a skateboard; our friend Tina knit a shawl and my grandfather, Doug Clements, donated an RC helicopter and kites. All of these things were put out as raffle prizes. Selling the tickets was a lot of fun. I got to meet a lot of new people who came to enjoy riding in the Porsches.

After driven2smile, we gave thank you plaques to each of the UCR members who helped us, as well as to each of the people who donated for the raffle prizes. It was amazing to see the look on their faces and how they reacted when we showed them the plaques. Coming to driven2smile is free for everyone, if they donate a food item for the food bank. The best feeling I ever had was when we took all of the food donated to Simcoe Hall Settlement House. The back of my mom's Santa Fe was packed. They were so surprised, the older lady who sorts out all of the food was almost in tears. We promised to see them again next year and bring even more food for their food bank.

I hope next year will be as good as this year, or even better. I hope to meet even more people from UCR and more amazing kids. For everyone who is reading this, I would like to make a huge shout out for all of those who volunteered to make driven2smile possible. THANK YOU.



## Thomas Baartman – author, volunteer and participant

Hi, I'm Thom. I am 14 years old. I have dyslexia, anxiety, depression, two vascular anomalies in my brain and severe ADHD. That may be a lot of stuff to handle, but I am still an outgoing, kindhearted kid who loves animals. I have a lot of pets; they help me get through my day.

I first met people from UCR at Mosport when my mom brought me to one of her track events. I met a lot of nice people. I instantly fell in love with them and their cars. They were very understanding of me and what I am dealing with. They have made my day multiple times by taking me and others, with situations like mine, around the track in their cars. I like to help out with the rides for kids with cancer on Saturdays at lunchtime. I think we should call it Hearth Place Heroes because the kids are so courageous and the track team members are so compassionate. It is an awesome experience just to feel like you're one of the track team when you are up there pitching in and helping.

People have also taken the time to sit and chat with me. They have told me about themselves and I have shared some of my stories. They have made life-long memories in my heart for simple things such as saying hello and taking time out of their schedules to chat, show me their car, and tell me about how things work. It's so much fun getting to meet people at the track and helping them when needed. This is why I think UCR is great!





# Targa 2014

## The fourth annual UCR Targa



Photo by P199 (Own work) via Wikimedia Commons

**WHAT IS A TARGA:** For those who have not had the pleasure of participating in a Targa, it is a rally-type social event for drivers and navigators to complete three courses (each approximately two hours driving time), at the speed limit, in a measured time. Early and late arrivals are penalized and the lowest overall score wins. Also, participants have time and a place to reacquaint with old friends and meet new Porsche friends.

**DATE & PLACE:** Friday October 3 to Sunday October 5, in the picturesque town of Picton (two and a half hours east of Toronto), in Eastern Ontario's vacation playground and wine-making island peninsula, Prince Edward County ([http://www.pecounty.on.ca/county\\_overview/](http://www.pecounty.on.ca/county_overview/)). This vacation hotspot and surrounding areas are blessed with many scenic byways made to measure for a Targa.

**ACCOMMODATION:** The WARING HOUSE (<http://waringhouse.com/>) sets the standard for county inn hospitality. Its beautiful gardens and tastefully decorated rooms provide an inviting upscale experience at reasonable prices. Dining facilities, meeting rooms and a pub are on the property, all a very short walk from the rooms.

**SCHEDULE:** This Targa follows the structure of the two Muskoka Targas, specifically: Friday evening drivers/navigators arrive for an evening reception with local wines; dinner on your own at the Waring House or in Town.

- Saturday morning breakfast starting at 7:30 am (full breakfast included in room rate) followed at 9 am with a Drivers/Navigators meeting to review Targa rules. Cars leave at one minute intervals, starting at 10 am.
- Saturday lunch at a location to be decided, and a start for the second course to finish at the Waring House.

- Saturday evening, meet in the Pub, before the banquet
- Saturday Banquet - gourmet meal.
- Sunday morning, a repeat of Saturday morning but a different course, returning to the Waring House.
- Sunday lunch at the Waring House; after lunch, the event will finish with results announced.

**ACCOMMODATION & EVENT COST:** Available for 32 couples or singles—that will mean a maximum of 32 cars.

- \$204/room night, two night minimum, includes breakfasts and HST (book directly with Waring House—see below)
- \$172/person, for event costs AND includes cocktail reception, Friday, lunches Saturday & Sunday (no alcohol), banquet, including wine, Saturday evening, and all other event costs

**REGISTRATION:** To participate, first come first in to participate in this 32-car event.

- For Event Costs - SEND a completed EVENT FORM which is on the UCR website at: <http://pcaucr.org/wp-content/uploads/2014/04/Targa-2014-Application-Form-FINAL.pdf>
- For Hotel Room Booking - CALL the WARING HOUSE, 1 (800) 621-4956, ask for Porsche Club Members reservations, October 3 & 4.

For questions on the event please email Peter Oakes (subject TARGA) at: [Oakes102@gmail.com](mailto:Oakes102@gmail.com)



# 2014 Fun Runs

## Sign up now!

Don't miss out on this season's Fun Runs.



Photo by Garth Siebel

### 2014 Fun Run Schedule:

It's not too late to get in on the final Fun Run's of the season!

#### Sunday, August 24:

Hearth Place Fun Run & Car Show  
See promo ad on Page 22

#### Saturday, September 13:

Porsche of London Fun Run Details TBA  
[diane@porschelondon.com](mailto:diane@porschelondon.com)

#### Saturday, September 27:

Muskoka Fall Fun Run  
David & Anne Forbes [david.forbes@rbc.com](mailto:david.forbes@rbc.com)

#### Saturday, October 4:

Fun Run TBA



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# Escarpment escape

## The 4th Annual Bear Manor Poker Fun Run

By Vaughn Warrington, UCR member and Fun Run organizer



Aerial photos by Richard Zuccato

Pulled into the parking lot and as usual, even though I was early, lots of Porsches were on site. Jennifer and I needed to be early as we had 45+ cars scheduled into three groups for the run. This year's midway point was a winery and getting 90 people there at the same time was not going to work out well. We divided into groups, leaving in 15-minute intervals, to help with the FlatRock Cellars visit.

The Fun part of the Run is primarily through the Niagara Escarpment by the wineries, farms and homesteads “up top”. Most don't see our area in their drive down the QEW to visit Niagara-on-the-Lake. We design the run to show another great side of Niagara along with a palate-pleasing tasting at a local winery.

continued on page 21...



Photo by Wally Khalil





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...continued from page 19

The Poker part is a random picking of six cards along the way and you make your best five-card poker hand to win some prizes. Group one arrived back with 15 cars and we spread them out across the backyard for some great “eye candy” for all to enjoy during the catered lunch.

There is a great video from this year’s event from the viewpoint of a mini-helicopter, courtesy of member Richard Zuccato. Check it out here: [http://youtu.be/wyM-Ap\\_Rl8o](http://youtu.be/wyM-Ap_Rl8o).

Repeat attendees John and Wendy House wrote a note about their day (see below).

Come join us next year on the Saturday before Father’s Day for our 5th Annual Bear Manor Poker Fun Run.



Photo by John House



Photo by Jeff Wheeler



Photo by Wally Khalil



Photo by Jeff Wheeler

Dear Vaughn,

Shortly after I acquired my Porsche three years ago I decided to become part of the Porsche community. When I started receiving all of the literature I realized that there were many social events to attend and people to meet.

We decided to attend the Bear Manor Poker Fun Run in 2013 since we live in the Niagara Region and this gave us a chance to see what the events are all about. We had such a wonderful time that we decided to attend again in 2014. This year’s event was increased to 45 cars from 40 the year before. Vaughn and Jennifer have done a fantastic job arranging the drive through the winding roads of the Niagara Region, the wine tour and tasting, and finishing off the day with a catered luncheon and a chance to talk to fellow members about their Porsche experiences and knowledge. It was also an honour to be in group one and showcasing our Porsche in Vaughn’s backyard during the lunch.

Did I mention our Poker hand? Sorry, it was nothing to talk about...

Thanks again to Vaughn and Jennifer, (and the weatherman), for making this day a great time. Already looking forward to next year’s event.

John & Wendy House





Join us Saturday, August 23rd, for a wonderful day on the road!

We will travel picturesque back roads to our lunch destination at Eganridge Resort & Spa in Fenelon Falls. The fun run will then loop back to Hearth Place Cancer Support Centre in Oshawa for a Wine & Cheese Reception and a Car Show for Hearth Place members and their families, showing and sharing our cars with them.

Hearth Place is committed to providing community support for patients and their families dealing with cancer through peer support information, a resource centre, wellness programs, and an ongoing lecture and discussion series.

For more information and to register please contact David Forbes at david.forbes@rbc.com



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<http://pcaurc.org/driving/club-race/>

Registration Opens June 23, 2014:  
<http://register.pca.org>







# A Star turn

## 2014 mid-season autocross update

Photos by Wolfgang "Sonny" Lott, UCR Member

By Mario Marrello, UCR Autocross Director

July 6th marked the second event of this year's UCR autocross season and by all accounts, it's been a very successful season. Both the June 1 and July 6 events were oversold before closing registration. I'm hoping the same goes for the upcoming August 24 and October 5 events at the Toronto Star.

We've been at the Star now for many years and I'm grateful to the management team there for their generosity. I would also like to thank Geoff Sheffrin for his help in laying out the courses and helping to run the event itself. It's always great to hear from participants that the event is a lot of fun and a great way to spend a Sunday. This kind of feedback is the key to this event's success.

This year we introduced ClubRegistration.Net to our registration process. This site is used throughout PCA and provides our members with access to many different PCA



events around the country. PayPal is the payment system used which provides a secure and convenient way to pay. As the events have been selling out early, it's a good idea to make note of the event dates and schedule your registration times accordingly (within 60 days of the event date). Visit the Autocross registration page for details on how to register and sign up.

If the Autocross continues on this success path, we will look at offering more events in different parts of the region. If you know of a large parking lot, empty air strip or any large patch of asphalt begging to be driven, please feel free to contact me so I can arrange a site visit.

Hope to see you on Aug 24!



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# Parade without the Porsche



Story and photos by Gary Beutler, UCR member

One of the really great PCA events is Porsche Parade. It's been called the ultimate get-together with 1,600 of your closest friends. It is a week-long extravaganza of driving tours, competitive events, tech sessions, social events and FUN.

Since even before joining Upper Canada Region of PCA in 2008 my wife, Sheryl, and I have wanted to attend. Subsequently, we've attended two Parades with our Boxster S and we were convinced it was only worthwhile

attending if you brought your Porsche. That is until we found out that the 2014 Parade was being held in beautiful Monterey, California a destination we've wanted to visit for a very long time. We knew we couldn't get enough time off to make the drive back and forth, in addition to attending the week-long event, but since we both wanted to go we would leave our Boxster at home this time.

Just in case, I checked with Rosemary and John Adam as to whether in the past they attended a Parade and felt cheated when they couldn't bring their car.

"Absolutely not, we enjoy it just as much either way", they enthusiastically responded, but I still wasn't convinced.

So how "mandatory" is it to bring your Porsche? I mentioned to a woman at Parade registration that I felt a bit like a second class citizen because we didn't bring our Porsche and she said she didn't bring hers either this time and it

didn't bother her at all. After all, she said, it was better to "come to Parade without your Porsche than not to come at all!" Good point.

Sheryl enters the Art Show at Parade and when we add our clothing we always pack way more stuff than we can typically get into the Boxster. This time we soon realized our flight would allow us more luggage capacity than we could carry in our car. Score one small point for leaving the car at home.

Since one of the first events at Parade is the Concours, which we didn't enter into the last two parades...no Porsche, no problem!



The driving tours we signed up for to Big Sur, Hearst Castle, Canepa Design and Laguna Seca are a whole other situation. As all of the cars lined up to leave on the tour (99 percent were Porsches), we quickly parked the rental car in the staging area and walked away pretending we had no idea as to who would bring such a lowly car to this kind of event. During these tours, the organizers will tell you they will not exceed the speed limit, but it always happens anyway and our little rental car kept up easily, much to the chagrin of several of the Porsche owners.

So did we receive any "digs" from our fellow PCA members due to our choice of ride? You bet. "What model of Porsche is this?" Or in preparation for staging for one of the tours I was advised to "go down this ramp, turn right, go to a Porsche dealer and get a real car before rejoining the event". All said in good fun with tongue firmly in cheek. While I was getting gas for my rental car at a near the event hotel I was fiddling with the gas pump when I heard, "Hey, nice car!" I looked over to



see a fellow PCA member eyeing my rental car and grinning while fuelling his Porsche.

"That's cruel!" I responded as we both laughed.

While standing in the check-out line at the Souvenir shop at Laguna Seca Raceway, discussing our parade laps with several fellow PCA members, one mentioned he was disappointed because he was held up during his laps by someone in a Cayenne and then said, "Gee, I hope it wasn't any of you in the Cayenne".

"Nope, it wasn't me", I said, "I was driving the Kia, but I certainly wasn't holding anyone up, it was a Kia Sport!"

On our flight back Sheryl said our next Parade will be one close enough so we can definitely take our car, but "if we had to, really had to...we could do without and still enjoy Porsche Parade."

If you have never gone to Porsche Parade you owe it to yourself to check it out, it's very cool, with or without!







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# Europe in the new Macan



Story and photos by Andrew Combes, Provinz Contributing Editor

**F**lew to Stuttgart recently to take European delivery of a new Macan S. They are built in Leipzig but trying to find a delivery slot there is pretty hopeless. This Macan belongs to my wife but she has allowed me to drive it—even if the two keys that come with it are known as ‘her key’ and ‘her spare key’.

There are a lot of us fascinated by the Macan; the spec reads rather well and the motoring press give it a big thumbs up, but what will a real Porscheophile think? With a 991S cab and a Cayenne at home already I thought our little tour of the Alps would be a good way to benchmark the new car, especially as I ran a pair of 991s over very similar routes recently.

Porsche have clearly put a lot of thought into the Macan, a model that shares its floorpan with the Audi Q5. My wife’s Macan is the twin turbo ‘S’

model which is currently the only alternative to the turbo being imported to North America. She opted for this 340hp, 339lb/ft torque model chiefly for its likely better residual over the turbo and the much more winter fitment friendly 18” wheels. The turbo uses a 3.6 litre engine and makes 400hp, in real life, out on the road there will probably not be much to split the two.



The comfortable interior is fine for four adults. Rear seat legroom has been improved significantly since the previous generation Audi Q5. Luggage room is fine as long as you have nothing that is tall as well as long—the steeply sloping rear hatch will probably not like that. That headroom limitation may also be of concern for dog owners such as us. While there is plenty of floor area behind the seats a dog the size of a Labrador will probably find his nose on the glass when sitting up.

Talking of the hatch, one improvement over the Cayenne is that it may now be closed as well as opened from the front seat. The interior trim is at least as well executed as it is on the rest of the Porsche model range—which puts it right at the top of the tree. The layout will be familiar to anyone used to the new Porsche centre console architecture. I’m still unsure about all those buttons on the transmission tunnel console—you have to look down to see them and locate the one you want—but the design looks good, especially at night with the trick overhead illumination.

On start up from cold the exhaust note sounds at least as good as our 991, aggressive enough to be noticed but not the sort of volume that will wake the neighbours. It does however make it quite clear this baby means business.

The little V6 3.0 litre mill whirs away with no discernible harshness or vibration. Remarkably it seems to become smoother the faster it spins. It is a very relaxed highway cruiser and at 100 mph it is idling along at just 2,500rpm.



At the paltry velocities we can attain in Ontario and keep our licenses intact you will be at less than 2000 rpm.

That power plant is hidden beneath a marvel of engineering. The bonnet is a one-piece clamshell fabricated in aluminum. Open it and the whole front rises, leaving the headlights behind. Very neat, no shut or joint lines at all, so very elegant. It does extend right to the front top leading edge of the car and that makes me think it will inevitably be damaged in a relatively minor frontal accident. It will not be a cheap piece to replace.

Leaving Stuttgart we proceeded south toward Innsbruck in delightful weather. Traffic was reasonably heavy at first but once clear of the city environs the autobahn opened up for a while. My travelling companion was soon asleep, and she can confirm the Macan is a very good car in which to snooze. It is an astonishingly competent highway cruiser—I had feared that this might be the one area where it could easily fall short of the Cayenne. But no, it is very quiet and the front seats as comfortable as the best I’ve ever tried, so the zzzz factor for a passenger is certainly always on tap.

There is a pecking order on the Autobahns and very strict lane discipline. We just tooled along with the humdrum most of the day but did join the big Audis and Mercs on a couple of occasions. I think they were as surprised as I that a little SUV was quite happy skipping along at speeds that in Ontario would probably have you in jail. Not just happy, but reveling in the experience.

The steering wheel, borrowed from the Porsche 918 Hybrid supercar, is comfortable, beautifully wrapped in leather and has all the controls one would expect ready to hand. Don’t expect it to give you the feel of a 991 or Cayman, it cannot quite reach that level of precision and connectedness, but it will match just about anything else out there and is otherworldly for an SUV. I inadvertently kept waking my sleeping companion by whooping exclamations such as “it cannot be this good” or “this is ridiculous, I’m driving a 4,200 lb SUV”. On the highway it is untroubled by side winds or sweeping bends or much anything else. Calm, comfortable, capable. At above 100 mph there is some inevitable wind noise but it never becomes too intrusive. We tested that statement at up to 146 mph.

The performance for an SUV is electric. Stomp the right pedal and the PDK will drop a gear or three and it just gets up and goes. Yes there is some turbo lag, especially if the engine is not already spinning quickly, but it is minimal and the surge of torque is the best I’ve known this side of a turbo diesel. One of the little gizmos on our model is a schematic that shows the dynamic real time torque split front to rear - mash the throttle and it hits 50:50, cruise and it is around 20F, 80R. Looked at it once, played with it, will probably never look at it again.

After lunch at Schlossanger Alp we headed over Hahnten-njoch Pass to Imst and Telfs. The Macan acquitted itself with surprising ability on the pass. The turbocharged power falls off not at all at altitude and it can rocket up the straighter bits. I turned on Sport mode and the downshifts were just as you would expect from a PDK, superb and fast. The brakes are 350mm vented six pot fronts—the same sort of spec as the Cup Car brakes on my track Cayman—they haul the speed down very well time after time with no fade. Another day we took on the northern descent of the Silvrettastrasse Pass, which is a 33-hairpin monster with brand new tarmac. The brakes took a beating but never



Handling is good. In deference to the fact that it is my wife's brand new car, she was riding shotgun, and we had four suitcases in back I was doing nothing remotely heroic. But you can tell you are hustling 4,200 lb. Not in the way you would in any other SUV, but inertia is inertia and there is not much you can do about it. And, of course, I was comparing it to the 991S I had hustled over that same road with a lot of brio months before. Silvrettastrasse was taken without luggage and this certainly helped in the handling department, but again I was not going to push a brand new car to anywhere near the limit. We made rapid, comfortable and very competent progress.

I don't think towing will be the Macan's forte. It has a rating of around 4,500 pounds—more than my minivan, but a good 3,200 pounds short of the Cayenne. I'm only guessing, but my bet would be that it is the PDK that is the determining factor as the engine has plenty of torque. But then you don't tow with your 911 do you?

The Macan is not a 911 but it is closer to a 991 than it is a Cayenne. I would say Porsche have nailed this completely, finally a car company has put the 'sport' in Utility Vehicle without any real compromise. It is a joy to drive and would probably scare a lot of other cars if taken to the track where it could be set up for a corner and not have the constant jinks of the high alpine passes. And of course you would leave the suitcases behind!



A white Porsche 911 Carrera 2 with a red stripe and 'Carrera 2' text, parked on a gravel road in a forest.

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# THE STEERING COLUMN



**Emily Atkins**  
Provinz Editor  
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## Thank you

**A**s you may have noticed in last month's issue, UCR's *Provinz* has won the PCA's highest honour for regional magazines. The Betty Jo Turner Award is presented each year to the region with the best "newsletter". The winner is chosen by a team of volunteer judges—newsletter editors all—and is selected from among the top magazines from groups based on region size.

Last year (the 2012 publication year) under Kye Wankum's leadership as editor, *Provinz* won the prize for the best of the largest regions. This year (based on the 2013 issues) we stood on the shoulders of that success and reached the pinnacle.

I have so many to thank for making this happen. Everyone who contributed their time, words and pictures to *Provinz* over the year—from the list of names on the masthead on page 3, to all the regular columnists, who never fail to send me their copy and pictures (almost always on time), to the ad sales team and business managers, proofreaders and all of

you who take the time to write or call with words of appreciation and suggestions. I couldn't have done it without this really big team!

I have to say, it's such a joy for me to be recognized for this work. I am a magazine editor, publisher and freelance auto writer in my paid career, yet it's the issue of *Provinz* landing on my porch every month that reliably gives me the greatest pleasure.

There is a huge satisfaction in seeing the enthusiastic efforts of our group of volunteers turned into something tangible. A visual and lasting record of (almost) all we do as a club, *Provinz* embodies the spirit of UCR, and is the main means by which the club communicates with the vast majority of its members.

I really hope you continue to enjoy reading these pages, and will also maintain the strong tradition among UCR members of contributing and volunteering. Together we make this a great organization; it's that spirit this award has recognized, embodied in the magazine.

Thank you all for the energy!



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# THE PORSCHE-PHILE

## John-Kurt Pliniusen A tale of two tails



By John-Kurt Pliniusen, Porsche-Phile Editor

**Editor's note:** What better way to introduce our new Porsche-Philes editor than letting him tell us why he is one. Please welcome John-Kurt Pliniusen and let him know which club member you'd like to see profiled on this page. John can be reached at: [jpliniusen@business.queensu.ca](mailto:jpliniusen@business.queensu.ca)

**T**his summer is my 45th anniversary of PCA membership. It all started in June 1969 when I decided I wanted a 1963 356B cabrio that was for sale for \$2,000 by the original owners. For some reason it was the tail end I liked because it was the most unusual and most distinguishable part for me. And it was also the view I had noticed when I was trying to catch up to 356s back then.

Up to then I had been driving my first car, a very tired VW Beetle. I was exposed to the Porsche 911 because John Bellone, owner of John Bellone's Music (London, Ontario) drove one. He was (and still is) a wonderful person and someone I respected a lot. I had never seen such a "hot" car that really moved me. I couldn't afford a 911, but a 356 was within reach and closer to my Beetle "comfy zone". Or so I thought.

I learned much from my first sports car (and Porsche) experience. I hadn't asked enough questions, including: Had it been driven in the winters (yes, it had); or had it ever been in an accident (yes); or had it ever been



repainted and had body work (yes); or would you mind if I took it for a test drive (no I didn't); or did the top leak (yes it did).

Back then safety inspections were not a requirement and it took a few months before I realized how many questions I should've asked. I did learn that an old, used Porsche was fun and funky to own, even though financially it was a huge sink-hole. I really didn't mind learning from my mistakes. An old Porsche cabrio trumped anything else a young lad could get for \$2,000, even if it didn't work all the time.

Last year I think I found a new Porsche "comfy zone" which revolved around the tail again. I prefer 4WD and a big rear end with a tail wing and twin pipes. I also prefer top-down driving, as I did back in the day, but only sometimes. I also prefer stick shifting, but only sometimes. So now I have the best of two worlds and don't have to compromise (as much). The turbo is a 2004 996 tip, and the C4S is 2013 991 7-speed.

Over the years the one constant has been how much I have enjoyed whatever Porsche I was able to afford. But I still continue to look forward to that "next one". Hopefully in a few years that will be the new Turbo S, used of course, with PDK; probably a cabrio in the same colour as that first 356B. After all these years, I still love that rear end perspective.

Back to the future!



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If you'd like to be profiled on this page, please contact Porsche-Phile editor, John-Kurt Pliniusen at [jpliniusen@business.queensu.ca](mailto:jpliniusen@business.queensu.ca).



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# OBJECTS OF DESIRE



## Return of the Curse of NNJR



Photo by Brian Graham

By Emily Atkins, Provinz Editor

It was with some considerable trepidation that I signed up for the NNJR-UCR Driver Education weekend at CTMP (Mosport) this year. My track record at this event has been less than stellar, with the engine seizure of my red 944 in 2012, and the plumbing failure that sidelined the silver 944T in 2013. The curse of NNJR haunts me.

I would be bringing the 911 racecar. Why would I want to expose it to the Bermuda triangle of DE events that mysteriously manages to drive a wedge between me and my driving pleasure every time I attend?

A week before the event I dropped the 911 to a mechanic for an oil change and inspection and general pre-track nut and bolt exam. Driving the Ford Explorer tow pig home, I'm waiting in line to turn left, and SKREEEEEEEECH, GRIND, CRUNCH, CRUNCH, GRIND—a TTC bus has cut in behind me, trying to get to the curb lane. He miscalculated his turn and ground off the back right corner off the Explorer. The taillight is gone, bumper broken, quarter panel mashed.

I don't need to repeat what I said. I'll leave it to your imagination.

The following Thursday I'm driving a giant (and wonderful) Ram 2500 pickup as my replacement tow vehicle. At the mechanic's it's obvious the hitch I use on the Explorer won't do with the taller truck. An hour's detour to Canadian Tire gets me set up with a new hitch and finally I'm on my way to the track, racecar in tow.

Except it's now 6pm and I'm more than two hours away. The NNJR track package says the gates close at 8pm. Do I want to risk missing it and have to sleep in the truck on the road?

After trying to get an answer while driving, I give up and pull into my parents' place (where I normally store the racecar). My 92-year-old dad helps me turn the truck and

trailer around, but we don't quite make it past the barn as I position the rig for a quick pre-dawn departure. The trailer fender clips the barn's corner, and then the wheel gets wedged. I'm stuck. Really stuck.

After a great deal of machination, argument between me and my dad, consultations (thank you, Dave Osborne, for the inspired suggestion that ultimately proved to be the solution) and the arrival of a friend to help, we jacked up the trailer on both sides, attached the back corner to an oak tree and used a ratchet strap to haul it six inches away from the barn.

At 5am the next morning I'm ready for the drive to Mosport. Apparently Mr Murphy slept in the truck overnight—the running lights, that were perfect when I switched off last night, are now kaput. I fiddle a bit with them and give up. If the cops stop me, so be it. With the eventual appearance of the sun I sigh with relief and by 6:10 I'm at the track, no ticket.

And that was it. The curse stopped there. The weekend was fantastic. I made great new friends from Rennsport and Michigan, visited with good old ones and enjoyed every second of seat time.

So the question remains: was it the curse of NNJR that made the bus hit me, setting off this train of events? I think perhaps not—the track event itself was actually more of a blessing than a curse.

Nonetheless, I love how much I learn every time an adventure comes to me. You cannot stagnate if you keep trying new things, push your limits and see what happens. Adversity develops resourcefulness, helps to cultivate deep friendships and ensures that life is never dull.

Facing down a curse isn't so terrible. Push on through, never quit and you'll come out with a story, at the very least.





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# 944 CORNER

## Catching 911s Supercharging my 944

By Darren deRoos, Provinz Assistant Editor

**P**ower. Who doesn't want more power? If you're a car person like me, you always want more power. Whether it's your lawnmower or your blender, power equals fun. Unfortunately a normally aspirated 944 leaves you wanting more. Don't get me wrong, driving my 944 on the street is great fun. It pulls really well, and feels plenty quick in everyday driving. It's certainly more than capable of keeping up on the highways, even the 407. It's when we get to the track that the troubles begin.

I built my 944 to corner, hard. Anybody can hit the gas pedal and go fast in a straight line, it's when you have to dive into a corner at high speed when the fun really begins. The 944 has long been considered one of the best-handling cars ever produced, and focusing my efforts on some popular upgrades has made my 944 handle even better. A set of Koni adjustable shocks at all four corners, larger torsion bars in the rear and a set of Turbo S anti-roll bars front and rear makes it unbeatable in the turns. Out-cornering more powerful cars has never been an issue.

Now picture the back straight at Mosport. It's enough to make a 944 N/A owner run screaming all the way to Shannonville. Coming out of turn five and onto the straight means you have lots of time. Maybe set the clock on your radio, call your mother or write a novel. All the while, you're watching all the cars you passed in the previous five corners blast by like you're a rolling pylon. You could do what many do, and sell your N/A 944 to purchase a 944 Turbo or a 911 (gasp!). Or, you could try and make your 944 N/A fast enough to hang with 911s. This was my dilemma.

I looked at my options. Installing a Turbo in my car was the first option that came to mind, but why bother? I'd be much better off just buying a 944 turbo, and besides, I don't like turbo lag. I could swap in a V8 from a Chevy, but that goes against my religion. I could build the 944 engine to be a high strung N/A car, but that route, for me anyway, is cost prohibitive. An S2 swap or 968 swap was considered, but voted down based on cost and availability. The last option was supercharging. Just the name sounds cool, and

I like cool.

Supercharging is basically an air pump, driven by the engine using a belt. The more rpms, the faster the air pump spins, cramming air into the cylinders. Add more fuel and VOILA! More power. Great idea right? Well...it's not quite that simple. Not too many people are building a supercharger kit for a 1984 944. There are a few companies selling a kit, but at over \$5,000 it's just not an option for me. Fortunately I am a welder and a car nut, so I went about researching how to supercharge my 944, on a budget.

I needed some parts, and this is where the fun begins. I love to shop for parts and get good deals, and Kijiji is my best resource. I found a used supercharger online for \$100, then I found a used intercooler, used for cooling the air the supercharger will be cramming into my engine, for \$80. A good start.

Fortunately for me, as a welder by trade I could start fabricating brackets and piping. I also chose to install a larger radiator from a turbo 944.

Now we are getting somewhere. The goal of this setup is not to achieve maximum power, I'm just looking for a few extra ponies that will allow me to go 911 hunting at Mosport. The quest continues.

When it is all said and done, my power goal is approximately 180HP at the rear wheels. The car has been extensively lightened and with an extra 40-50HP it should allow me to actually keep up with some faster machinery at our DE weekends. So if you hear a distinctive whine in a red 944 come up behind you at Mosport, kindly point me by.

Happy cornering!

(Author's note: 944 Corner and Provinz do not condone distracted driving while on the back straight at Mosport in your N/A 944, or any car for that matter. Always drive responsibly.)





# TRACKTALK



Photo by 303 Imaging

By Dave Osborne, UCR Track Chair

With our August DE event being held at the new Driver Development Centre at Mosport (CTMP), we have a great learning experience ahead of us. Driving and learning a new track is always a challenge as you devote your concentration to mastering the new configuration. It's surprisingly challenging for the instructors who have to develop new teaching lines, as they in turn, teach them to their students. All the while trying to look like they know what they are doing. In support of their efforts we would like to invite all the available instructors to come to the DDC on Friday August 15th. If you're not participating in the IDS, Instructors can show up free of charge in the early afternoon (we're not feeding you) and we'll see to it that you get a couple hours of lapping time before you have students on Saturday.

We are also making a slight change to the way our instructors navigate their morning prep schedule. As of the August event, these drivers will be able to present their properly filled out and signed Tech Forms at the head of the Tech Line without bringing their cars through. This privilege, extended to our most experienced participants, will reduce the length of the Tech Line by 20 percent while still enforcing our tech safety rules. There is no change in the actual inspections, as every plated car must go to a Tech Centre within three weeks of the event to be scrutinized for safety. All forms must be fully filled out and stamped by the Authorized Tech Centre and signed by the driver/owner. If the car preparation rules aren't fully adhered to and we start getting cars at staging with loose objects, the Tech Line privilege can be withdrawn. It is always safety first.

I would be remiss if I didn't mention the UCR Club Race in August. It's important to our Region's status

in PCA that we put on a top quality Club Race each year. This year the Race Chair is Mick Oliveira, and he is doing a wonderful job of organizing this flagship event. I know he had large shoes to fill when he stepped in behind Mike Edmonds, but with a little help from the old team he's doing a great job. If you're not a racer but enjoy a huge event filled with some pretty awesome cars, please don't hesitate to let Mick know that you would like to volunteer. The duties aren't difficult and you will not only enjoy watching the event but your participation is a very rewarding experience. There is also an Advanced Solo Lapping component so if you're a qualified signed off driver, you can get out there and strut your stuff. I go every year and fully enjoy the experience. Be sure to wave at the Pace Car!

Now that we're mid-summer I'd like to mention something that troubles me about summer driving. One instance is the guy, somewhere at the intersection, who is trying to shake the bolts out of his car with his subwoofers. You can't hear any music, but the rattling thump of his trunk lid is very disconcerting. You can see other people in the line looking in their mirrors trying to figure out who the offender is. It only gets worse if his windows are down and he wants to share his music with all of us. I'm sure the soccer mom in front of me wants her kids to hear all the offensive lyrics. I always wonder why the offender didn't use all that audio money to buy a better car.

I hope you're all having a great summer.

See you track side,

Dave





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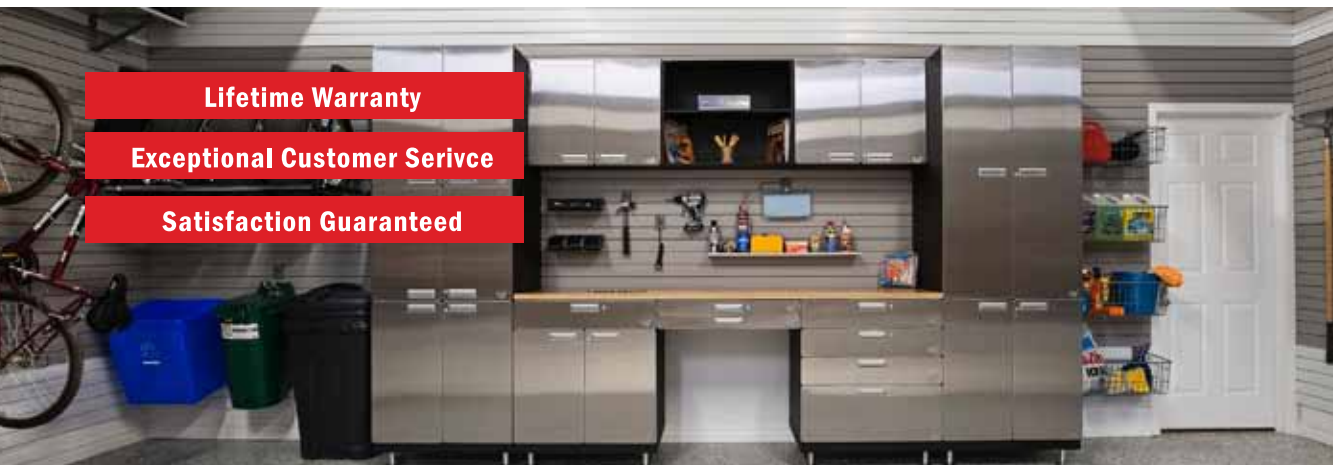
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## PERIPHERAL VISION

Choices have to be made

By John Adam, UCR Historian



**D**uring Porsche Parade in Monterey, CA, Upper Canada Region's *Provinz*, led by our editor Emily Atkins, was honoured with the top award in the newsletter

category. It has been a long climb to the top and the competition is very strong. The newsletter awards are broken down by region size and there is an overall award for top score. Back in the last century, we were among the small regions and we captured both first and second place. Last year *Provinz* received a "Best in Class" within the larger Regions. This year, UCR received top score! We also placed second for "Region of the Year". UCR has won the "Region of the Year" award twice before.

Rennsport Region will be at Mont Tremblant September 22-23, just after the UCR weekend at Mosport. This is a popular event and has been a sellout in past years, even for instructors. Don't forget that Rennsport has a cancellation fee of \$100 should you decide to opt out. The Tremblant condo reservation service also has a cancellation fee. In the past, some have departed Mosport and headed directly to Mont Tremblant.

In September & October UCR is headed to Mosport (now CTMP) and it will be interesting to have other marques join us to close out the season. If you would like to extend your DE season to November, you can get

to Virginia International Raceway. It's an 1,100 km drive from Toronto but a great track by all reports.

Now for my rant, an irregular new feature. Both key fobs for my 2006 997 C4S cracked at the same spot. When I got the car, one key was cracked and so I glued it—while wondering how this might have happened. The car had served as a press car and was in service for a few months. No doubt, someone had abused the key. That key would serve as a spare. Recently, the second key broke in the exact same spot. Not a coincidence. Glue was not the answer. Surely, a new head for the key was available. It's just a piece of plastic. No problem. Bring both keys and the car. Programming is necessary for the replacements. Factoring in the PCA member discount and HST, the tab is north of \$600. But then again, what choice do you have?



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