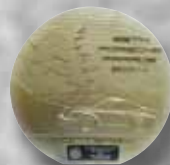


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THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA

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2014 Betty Jo Turner Award  
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Canada Post Publications Mail Agreement Number: 40042299

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DECEMBER 2014

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See more pics on page 17.



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# 2015 CALENDAR OF UCR EVENTS

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

## DECEMBER 2014

2	Tues	UCR Board Meeting
9	Tues	UCR Social

## JANUARY 2015

13	Tues	UCR Social
----	------	------------

## FEBRUARY

3	Tues	UCR Board Meeting
10	Tues	UCR Social

## MARCH

3	Tues	UCR Board Meeting
10	Tues	UCR Social

## APRIL

7	Tues	UCR Board Meeting
11	Sat	UCR Introductory Driving School, CTMP Driver Development Track
14	Tues	UCR Social
25	Sat	UCR Introductory Driving School, CTMP Driver Development Track

## MAY

5	Tues	UCR Board Meeting
9-10	Sat-Sun	UCR Driver Education, CTMP Main Track
12	Tues	UCR Social

## JUNE

2	Tues	UCR Board Meeting
5	Fri	Driven 2 Smile Charity Event & Solo Lapping (Red & Black Groups) CTMP Main Track
6-7	Sat-Sun	UCR Driver Education, CTMP Main Track
9	Tues	UCR Social

## JULY

7	Tues	UCR Board Meeting
14	Tues	UCR Social
17-18-19	Fri-Sat-Sun	UCR Driver Education, CTMP Main Track with NNJR

## AUGUST

4	Tues	UCR Board Meeting
7-8-9	Fri-Sat-Sun	Solo Lapping at UCR Club Race (Signed-off groups), CTMP Main Track
11	Tues	UCR Social
14	Fri	UCR Introductory Driving School, CTMP Driver Development Track
15-16	Sat-Sun	UCR Driver Education, CTMP Driver Development Track

## SEPTEMBER

1	Tues	UCR Board Meeting
8	Tues	UCR Social
18	Fri	Braidan Tire "Wheels for Humanity" Charity Event & Solo Lapping (Signed-off groups), CTMP Main Track
19-20	Sat-Sun	UCR Driver Education, CTMP Main Track

## OCTOBER

6	Tues	UCR Board Meeting
13	Tues	UCR Social
17-18	Sat-Sun	UCR Driver Education, CTMP Main Track

## NOVEMBER

3	Tues	UCR Board Meeting
10	Tues	UCR Social

## DECEMBER

1	Tues	UCR Board Meeting
8	Tues	UCR Social

# PRESIDENT'S FORUM



By Mike Bryan, UCR President

I am honoured and thrilled to become your new President, and there are several reasons why. First off, because of my respect for PCA and UCR's track record in providing so many quality programs and services for us to enjoy. Secondly, because the fantastic volunteers who deliver those quality programs make me proud, and last, because I believe there's still more to be done in understanding and meeting your needs.

I like to think I know a large number of our members, but when I consider that UCR membership stands at 3,400, including affiliates, I must admit I don't know the majority, and they don't know me.

Here's a brief intro: My wife, Pam, and I joined UCR in 2004 after buying our first Boxster and thinking we should really make the most of this new experience. From the impressive calendar of activities, we chose a Monthly Social as the least intimidating first event for newbies like us.

Indeed it was the right choice and it wasn't long before we felt comfortable and began to make new friends. With their advice and encouragement, we soon enjoyed our first Fun Run. It was so simple, no special knowledge required. Just show up and have fun. Later we became involved in Driver's Ed, Targa, Concours d'Elegance and more.

I was always impressed by the competence, diligence and enthusiasm of the volunteers involved, whether they were experienced organizers or just helping out on that day. When the call came for helpers at an event, I was ready to step forward because I knew I would be proud to be part of the UCR team.

Four years ago I joined the UCR board and took on responsibility for membership and external relations. Later, I helped integrate the running

of *Provinz* and our UCR website into a new UCR communications team. Last year I led a team in reviewing the key areas of our club's activity and making recommendations on their future direction. The results of this team's work were published in a report entitled "Vision For the Future"; I encourage you read it at [www.pcaucr.org](http://www.pcaucr.org) under the tab "About PCA/UCR".

UCR has grown into a large, successful club thanks to the quality and commitment of its members who have gotten involved and enriched the club with their passion, skills and experience. Those attributes certainly apply to Walter Murray, under whose outstanding leadership UCR has thrived and grown. If ever there was a firm hand on the tiller, it was Walter's. I can't thank him enough for what he has achieved in his two years as President, supporting and enabling board members and other volunteers to fulfil their roles.

I must also thank our board members who are stepping down—Mario Marrello, Del Bruce, Sheri Whitlock and Arthur Quinlan. Every one of them should be proud of the part they have played in managing the affairs of this great club. While their experience and wisdom will be missed at board meetings, I know that we will still benefit from their knowledge and skills as they continue volunteering in the club activities they love.

It's also a time to express our thanks to Zone 1 Representative Jennifer Webb, who is stepping down at the end of her term. We have been proud to have a second UCR member in recent years as PCA's Zone 1 Rep, after Botho von Bose, and are grateful for the support and guidance that Jennifer has provided.

Keep your eyes up and drive safely,  
Mike Bryan



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# Welcome!

## NEW MEMBERS

Name	Location	Model	Thanks To
Ali Adibfar	Toronto	15-Macan S	Downtown Porsche
Paul Allison	Thornhill	15-Panamera	Downtown Porsche
Mary Arthurs	Toronto	07-Cayman S	
Xiaorong Bai	Markham	14-Cayenne	Downtown Porsche
Donald Bell	Mississauga	15-Macan S	Downtown Porsche
Shaun Benson	Toronto	85-911	
Vaughn Blacklock	Azilda	12-911	Downtown Porsche
Mark Borden	Thornhill	15-Macan S	Downtown Porsche
Mitzi Brown	Etobicoke	09-911 T	
Wang Chen	Toronto	14-Cayenne	Downtown Porsche
Patrick Cheung	Toronto	14-911 GT3	Downtown Porsche
Bianca Chow	Tecumseh	15-Macan S	Porsche of London
Nicola Combes	Perkinsfield	15-Macan S	Downtown Porsche
Dominic Cooke	Toronto	01-911 C4S	
Faizal Dawjee & Shamin Panchbhaya	Mississauga	14-Cayenne	Downtown Porsche
Norman DeMelo	Georgetown	07-911 C4S	
Jordan Dennis	Sarnia	15-Macan S	Porsche of London
Robert Dimech	Halton Hills	02-911	
Jianman Ding	Toronto	14-Cayenne	Downtown Porsche
Jinli Ding	Richmond Hill	15-911	Downtown Porsche
Brian Donnelly	Niagara Falls	00-Boxster S	Mantis Racing
Stuart Eggleston	London	15-Macan S	Porsche of London
Garry Fast & Donna Schweitzer	Aurora	14-Cayenne	Downtown Porsche
Orod Feiz-Barazandeh	Richmond Hill	14-Cayenne	Downtown Porsche
Catriona Ferguson & David Safran	Toronto	15-Macan S	Downtown Porsche
Edward Florence	Toronto	12-Panamera	Downtown Porsche
Shannon Fougere	Hammonds Plains, N.S.	14-Cayman S	Porsche of London
Sue Fredericks	Simcoe	15-Macan S	Porsche of London
Herbert Gaisano	Willowdale	14-Cayenne	Downtown Porsche
Harold Giles	Toronto	14-911 C4S	
Tao Hao	Toronto	15-Macan S	Downtown Porsche
Rami Hindieh	Oakville	14-Boxster	
Joo Hoong How	Toronto	09-Cayenne	Downtown Porsche
James Hu	Markham	15-Macan S	Downtown Porsche
Jiahui Hu	Toronto	15-Macan S	Downtown Porsche
Iwona Jamrog	Toronto	15-Macan S	Downtown Porsche
Jin Jiang	London	15-Macan S	Porsche of London
Martin & Marilyn Kalagian	Wainfleet	01-911	Auguste Automobile Service
Albina Karamitro	Thornhill	14-Cayenne	Downtown Porsche
Jibrael Kassim	Gormley	14-Boxster	Downtown Porsche
Kevin Kerr	Whitby	15-Macan S	Downtown Porsche
Graham & Angie Kingma	Milton	12-911 C4 GTS	
Owen Ko	Markham	15-911	Downtown Porsche
Delore Lawrence	Markham	14-Cayenne	Downtown Porsche
Danny Li	Markham	14-Cayman	Downtown Porsche
Han Li	Scarborough	15-Macan S	Downtown Porsche
Qiaojing Luo	Markham	14-Boxster	Downtown Porsche
Andrei Lytleine	Toronto	14-Cayman	Downtown Porsche
Caroline & Shawn Mailloux	Sudbury	14-Cayenne	Downtown Porsche

Paul Mann	Brampton	08-911 T	
Vito Mastrorillo	Richmond Hill	14-Cayenne	Downtown Porsche
Giuseppe Mattina	Ancaster	14-Panamera	Downtown Porsche
Graeme McKay	Scarborough	15-911	Downtown Porsche
Mark McKenzie	Toronto	14-Cayenne	Downtown Porsche
Martin Minten	Keswick	04-911	
Suresh & Reina Mistry	Milton	05-911	Alejandro Maldonado
Peter Moeller	Burlington	87-944	
Mahmoud Mohammadi	Toronto	14-Cayenne	Downtown Porsche
Laurie Munro	Toronto	05-Boxster	Downtown Porsche
Bartolomey Nascimonto	Toronto	11-Cayenne	Downtown Porsche
Ken O'Brien	Ajax	02-911 C4	
Martin & Gail Oughton	Kitchener	15-Cayman	
Janina Pace	Wasaga Beach	11-Cayenne S	Porsche of London
Jeffery Paine	Whitby	11-Cayman	Downtown Porsche
Ron Palmer	Toronto	13-Boxster	
Dianne Pham	London	14-Cayenne	Porsche of London
Jason Podolski	Oakville	14-911 GT3	
Chris Pudleiner	Oshawa	75-911	
Ananthi Ranjan	Toronto	15-Macan S	Downtown Porsche
Robert Richardson	Toronto	15-911	Downtown Porsche
Lawrie Roberts	Toronto	15-Macan S	Downtown Porsche
David Rose	Toronto	12-911	Downtown Porsche
Jordan Salisbury	London	14-Cayenne	Porsche of London
Nick Stekovic	Toronto	13-Cayenne	Downtown Porsche
Naoum Tabet	Toronto	11-Cayenne	Downtown Porsche
Jay-R & Leslie Tamber	Mississauga	12-911 C4S	
Kevin & Lynda Theriault	Oakville	01-911 T	
Jennifer Brianne Tkachuk-Tremblay	Toronto	11-Cayman	Downtown Porsche
Francois Vincent & Guylaine Gaudet	Montreal	08-Boxster	Trf-Rennsport
Terence Wong	North Bay	14-Boxster	Downtown Porsche
Yilun Wu	Peterborough	11-Cayenne	Downtown Porsche
Eric Yim & Bei Wang	Scarborough	14-Boxster	Downtown Porsche
Liwen Zhang	Toronto	14-Cayenne	Downtown Porsche
Qun Ying Zheng	Markham	14-Cayenne	Downtown Porsche
Lydia Zorn & David Thexton	Toronto	15-Macan S	Downtown Porsche
Lianhua Zou	Toronto	14 -Cayenne	Downtown Porsche

# Congrats!

## ANNIVERSARIES

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

<b>30 YEARS</b> Charles Arbez	Jack & Michelle Greenberg Chris Newhouse & Frank Bragagnolo	Robert Offley Philip Taylor Andrew Treble Andy Wojteczko Paul Zinn & Lynn Johnston	Brad Marslan David Nagle & Vanessa Bown Michael O'Connor Louis Pilon Jeans Upton Ron Woodward
<b>25 YEARS</b> Joyce Gaunt	<b>10 YEARS</b> Hugh Henry Robert Hindle Gary & Sue Long Mike Mallais	<b>5 YEARS</b> Russ & Lynda Bruch Francois Faust	
<b>15 YEARS</b> Gary Corbett Michael & Michele Gade			



# SOCIAL EVENTS

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

**W**e wish to provide a welcoming, inclusive and highly enjoyable atmosphere for Socials so that UCR members and guests can socialize and share each other's passion for Porsche car experiences and enjoy continued learning experiences. We vary venues from dealers, to affordable restaurants, and supplier locales. We publish information on venues and speakers in *Provinz* and on our website. Let us know if you are a first-time attendee. We would like to meet you and introduce you to other members and fill you in on other great UCR activities that may be of interest to you and your family. If you know of speakers or topics that you think would be of interest, please contact us. We love to hear from you. If you have any questions about our Socials, please email us. And to help us organize better, we appreciate your RSVP. We can be contacted at: [socials@pcaucr.org](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, Martin Tekela



## Coming Events

**Date: Tuesday, December 9, 2014, 6:30-9:00pm**

**Venue:** Pfaff Porsche, 101 Auto Park Circle, Woodbridge, L4L 841  
905 851 0852; [www.pfaffporsche.com](http://www.pfaffporsche.com)

Pfaff Porsche is kindly hosting our UCR Holiday Social and our final Social of the year. Join us for drinks and nibbles and enjoy the beautiful surroundings all the things Porsche. Catch up with your UCR colleagues and Pfaff Porsche staff to put the final touches on a wonderful Porsche year! Our friends at Pfaff Porsche will be raffling off Porsche prizes and the Pfaff Service Department will be open to offer all UCR members 10 percent off merchandise and parts. In addition, MacLaren Toronto, sister company to Pfaff, will also be open three doors over (33 Auto Park Circle) from Pfaff Porsche so we can view their exceptional vehicles. Look forward to seeing you there and wishing you all a wonderful Holiday Season.

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

**Date: Tuesday, January 13, 2015**

**Venue:** Pfaff Autoworks Collision Repair facility in Vaughan.  
Please RSVP to: [socials@pcaucr.org](mailto:socials@pcaucr.org)



# NOVEMBER SOCIAL

## After a Collision—What you need to know

By Mike Bryan, UCR President



**T**he topic at November's Social was one that most of us don't like to think about...but one we really do need to consider—the possibility of being involved in a collision.

There was a full house at The Musket Restaurant in Etobicoke to learn how a little preparation can turn a potential nightmare into no more than an unfortunate incident with some simple steps to get the situation under control. On hand to share their professional experience and advice were John Evers, Technical Support Specialist at Porsche Cars Canada, Jeff Pabst, GM at Pfaff Autoworks and Lorenzo D'Alessandro, GM at 427 Auto Collision, with UCR Vice President, Mike Bryan emceeing and leading with questions for our guests.

The collision repair industry is shrinking and consolidating rapidly, with the number of shops in Canada (independent and dealer owned) dropping from about 9,000 a few years ago, to about 6,000 today and maybe 4,000 or less in the next 10 years. One reason for this is the reduction in collisions due to vehicle safety features, fewer kms driven and tougher drink/drive penalties.

What happens after your vehicle arrives at your chosen repairer? Jeff explained the steps—the collision repairer will assess the damage and write an estimate, submit it to your insurer for approval, order parts, mirror-match them to the damaged parts and start the repair. This will involve repair or replacement of damaged parts and body panels, sometimes including the use of a frame rack to pull the vehicle frame back into shape, then preparation for painting, the application of

primer, basecoat colour and clearcoat, before final detailing and inspection.

Why would a repairer quote one price for a repair to be paid by the insurer and a different price for customer pay? Lorenzo explained that the insurer commitment is to return the vehicle to pre-accident condition, so the quote must be for exactly that. However, when the customer is paying, he or she will often ask for ways to reduce the cost by, for example, agreeing to live with the cracked headlight or the small dent on the panel adjacent to the major damage. They may also get quote from repairers who have not invested in training, tools and equipment, but declare themselves competent to repair your vehicle and always more cheaply than the next guy. Buyer beware, particularly when your safety and vehicle value could be compromised.

It's not a topic that we want to think about, but with the help of John Evers, Lorenzo D'Alessandro and Jeff Pabst, there was agreement among members that they now had the knowledge to help them do some basic pre-planning, take control in the event of a collision and make the right choice of collision repairer.

My thanks to Kathleen Wong for organizing this Social. She has done an amazing job as Socials Co-Chair over the last year and is stepping down from that role as she becomes Vice-President. Thanks too, to our charming hostess, Dagmar Pegg, who always greets us with a warm smile and finally, thanks to Mike Welker for helping out with the audio visual scheduling at this social.



L-R: John Evers (Porsche Cars Canada), Kathleen Wong, Mike Bryan, Lorenzo D'Alessandro (427 Auto Collision), Walter Murray, Jeff Pabst (Pfaff Autoworks)



# TECH SESSION TPMS

By Pedro P. Bonilla, GCR-PCA

First of all, TPMS does not stand for Terrible PMS as one of my customers referred to it when she saw the warning light come on, and stay on, in her 2006 Carrera S some time ago.

TPMS stands for Tire Pressure Monitoring System, and it is an electronic system designed to “keep an eye” on your car’s tire pressures for you. This system reports real-time tire pressures to the driver of the vehicle either by a simple warning light or by a more complex display indicating each individual tire’s actual pressure.

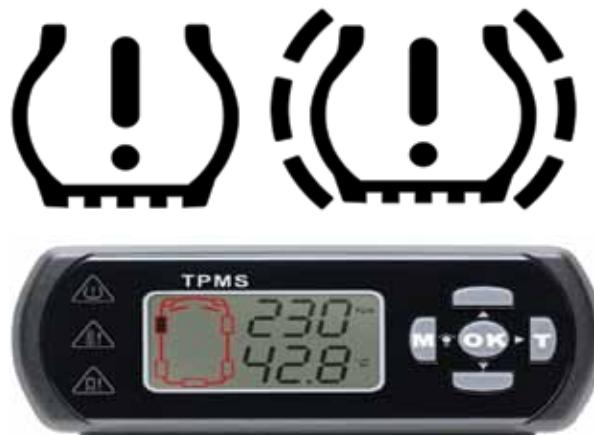
The system is available directly from the manufacturer on every car produced after September 2007, or as an aftermarket product, which can be retrofitted to any older vehicles without the OEM (Original Equipment Manufacturer) technology.

There are two types of TPMS. There’s the direct TPMS (dTPMS) and indirect TPMS (iTPMS), but more on the differences later in the article.

First, the origins of TPMS. The first passenger vehicle to include TPMS was the 1986 Porsche 959. Porsche felt that it was very important to give the driver information on the



car’s tire pressures, especially on this supercar, which was arguably way ahead of its time. But it wasn’t until the late 90’s when the Firestone Tire Recall in the US (linked to over 100 fatalities due to rollovers because of tire tread separation) prompted the National Highway and Traffic Safety Administration (NHTSA) of the Clinton Administration to legislate the TREAD Act (Transportation Recall Enhancement, Accountability and Documentation) which among other things, mandated the use of TPMS in all vehicles under 10,000 pounds. In addition, the TREAD Act mandated that 20 percent of every manufacturer’s fleet sold in the US had to offer TPMS by October 2005 and 100 percent by September 2007. The initial system used a simple warning light to indicate tire under-inflation.



Eventually the system, depending on the manufacturer, has evolved to show not only individual tire pressures but also individual tire temperatures, thus offering additional vital information to the driver. This is extremely important for track use.

**Tech Editor’s Note:** Today’s cars have so many conveniences, it is almost unbelievable. Tire pressure is one of those things that is essential for the safe operation of our vehicles as well as for efficient operation. Once again, our friend Pedro Bonilla shares with us his review of a tech feature we have on our modern Porsches that we may just take for granted, but not really understand how it works. Read on and enjoy, and remember to keep the pressure in your tires at the recommended settings. If you wish to submit your own article of a technical nature about Porsche vehicles please send an e-mail to me at [George@ONeillAdvisors.ca](mailto:George@ONeillAdvisors.ca) and as always, send your feedback.



Back to the two types of TPMS: The iTPMS is an indirect method to approximate tire pressures and is part of the ABS (Anti-Lock Braking) system. It measures each individual tire’s rotation and compares it with the other tire on the same axle, determining if the monitored tire is rotating faster than the opposite one. When a tire is under-inflated, it’s diameter is a bit smaller and therefore rotates faster than a properly inflated one.

Second generation iTPMS can also detect simultaneous under-inflation in all four tires using spectrum analysis of individual wheels with advanced signal processing and special software modules integrated into the ABS unit.

There are disadvantages with iTPMS:

- It uses an algorithm to estimate the tire pressure and may not be accurate.
- If all four tires are low, it will not recognize a pressure issue since it looks for differences between each tire’s rotation compared to the others.
- Winter tires may be of a different diameter, triggering a false alarm.



- Use of a new (unworn) spare tire may trigger a false alarm.
- Weather and road conditions may cause slippage and trigger a false alarm.
- iTPMS is serviced as part of the ABS, requiring more specialized equipment.

iTPMS has not yet proven reliable enough to meet the requirements of the TREAD Act’s 100 percent mandate. The dTPMS is a much more accurate system which uses individual sensors installed in each wheel. These sensors physically measure each individual tire’s pressure (and temperature in some models) and transmit the information wirelessly to the car’s instrument gauge or corresponding monitor, using a low frequency radio signal of 315 or 434 MHz.

There are disadvantages with dTPMS:

- Special tools are required to install/service.
- Sensors must be replaced every time the tire is mounted since the batteries are integrated and not replaceable.
- It is somewhat costly.



Porsche has used the Direct TPMS (dTPMS) in all its vehicles since 2007, but you can also have dTPMS retrofitted to any model year vehicle with an aftermarket kit. Now you can keep an eye out for yourself on your tire pressures and temperatures. Properly inflated tires are safer, offer better gas mileage and much better tire wear than those that are not.



To learn more about TPMS please visit my website at: [www.PedrosGarage.com](http://www.PedrosGarage.com).

Happy Porsche’ing  
Pedro



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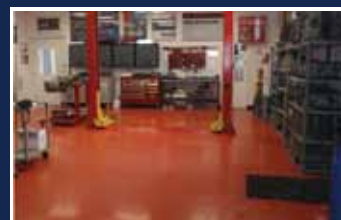
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## 2014 Fun Run Wrap-Up

Photos by Stan Schnapp



Photo by Hazel deBurgh

By David Forbes, Fun Run Chair

2014 was a fantastic year for Fun Runs, and possibly our best ever, with nine events. I would like to thank all our gracious hosts who made the events possible and enjoyable, with attention to every detail, from choosing a beautiful route with breathtaking vistas to exceptional cuisine at their favourite local restaurants.

Our 2014 Fun Run hosts were Mike Salter and Diane Prior (London), Vaughan Warrington (Bear Manor),

Guenter Gamauf (Grand River), Jason Fig (Grand Turismo), Don Lewtas and Hazel deBurgh (Blue Mountain), Irena Kropman and David Forbes (Hearth Place Cancer support), David and Anne Forbes (Muskoka Spring & Fall ).

2014 was very well attended, with over 300 participants, all out enjoying each others cars and company as always. Many of our hosts were from the previous year, and that made for a "welcome back" feeling that

continued on page 15...

Photo by Richard Zuccato







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“...a fantastic year for Fun Runs...”



Photo by Michelle Gamauf

...continued from page 13

our extended Porsche family and friends have come to enjoy. It is noteworthy to mention that one of our London events had 52 cars attending—our largest group to date. Our first annual Community Fun Run in support of Hearth Place and all their courageous children and families was a welcome success.

Our 2015 Fun Run planning is going very well, with seven penciled in so far. We would like to invite all of our members to consider hosting one of our events in their neck of the woods. I am always here to help you plan every aspect of the event, and look forward to an enjoyable next season.

A final note of thanks goes out to the UCR Board members, and my wife Anne, for all their support in helping to make our season a total success.



Photo by Wally Khalil



Photo by Mike Salter



Photo by Jeremy Guinness



# 2014 Oktoberfest DE

## Quick and chilly



Photo by Mackenzie Katzel

By Mackenzie Katzel, *Provinz* Contributing Photographer and Michael A. Coates, UCR Club Photographer

As usual for October's final DE of the year, the weather offered a few challenges for drivers at CTMP's big track this year.

But these great pictures by *Provinz* Photographers Michael A. Coates and Mackenzie Katzel showed that nothing stops a UCR driver from having fun. 🏁



Photo by Mackenzie Katzel



Photo by Mackenzie Katzel



Photo by Michael A. Coates



## Remote Control

Group 905 get-together

Photos by Wolfgang "Sonny" Lott, *Provinz* Contributing Photographer



UCR's Group 905 members got together for a little weekend fun before the snow. 🏁







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# Tunnel vision



The view from the control room

Story and photos by Andrew Combes, *Provinz* Contributing Editor

If I told you that my Cayman put on over 150 pounds by the application of \$5 worth of alloy extrusion, six feet of Gorilla tape and four small blocks of MDF you'd likely think I was exaggerating, right?

Not only did we achieve that little trick within minutes of starting a few tests, we also reduced the amount of drag exerted by Martini on the atmosphere through which she travels. By now you probably think I'm a few quarters short of a dollar and wonder why *Provinz* would publish such sophistry?

The thing is, it is all true. All one needs to perform such acts of seemingly implausible trickery is a \$50 million wind tunnel, a professor of aerodynamics, a room manned by folks with Masters in Engineering and some technicians that really know how to operate the tunnel.

And a ticket to get in there. My 'ticket' was Ernie Jakubowski of Mantis Racing. Readers of *Provinz* may recall an article I wrote earlier this year which finished with a teaser about Ernie having secured wind tunnel time at a major university.

I can now claim to be the first client of Mantis outside of his own family fortunate enough to make use of this facility at the Oshawa-based Automotive Centre of Excellence [ACE] of the University of Toronto.

ACE is sited on the campus of the UofT Technical Institute, which in and of itself is a splendid facility, but I would say the wind tunnel there is probably the

most impressive feature. Standing five stories tall, it was completed in 2010 with major funding provided by GM, PACE and all levels of government.

Unless you want to trailer your car all the way to the Aero Dyn Technologies facility in Moorestown, NC—the facility used by NASCAR teams and the like—this is the best bet in town.

The dedicated team run testing for all types of vehicles and structures that need to be tested at anything up to 250km/h and in temperatures from -40C to +60C. The humidity can be precisely controlled from five percent to 95 percent RH and a massive overhead lighting gantry can simulate sunshine conditions at any point on earth at any time of year and at any hour.

I guess they would not have consumed too much electricity to simulate the Ontario winter last year! And I haven't even mentioned the four-wheel drive-capable dynamometer set into the giant turntable! As I say, a very impressive facility.

Back in 2010 Ernie read a small article in a Toronto newspaper about the facility, recognized the potential benefit of this technical wonder in our own backyard and started talks with the University. Three years later he was taking part in their pure research program with a view to designing and making the instrumentation necessary for evaluating the parameters that racers would find useful in optimizing aerodynamics on their cars.

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M enters the tunnel I had waited a long time for this opportunity (Note the exhaust extraction hosing located to the left in this shot)

Over many visits to the tunnel, the Mantis team—working closely with John Kosar, the Director of Engineering and Operations and his team—have come up with a number of tools, gauges and procedures for testing race cars. At the time of writing they are working on refining the time taken for each test including the transition from one mode to another in order to produce an a la carte menu of testing programs.



Working on Ernie's GTBI Cayman

From my own experience I have to say it has been very worthwhile. Mine was one of three track and race cars being tested during the annual 'open day' the centre hosts for prospective students and their parents. It was thought that having race cars in the facility would bring some excitement to the day and whoever had that idea was right!

First up was Margaret Jackubowski's 944 racer—just to get a baseline of the aero effects. The car was pushed into the cavernous chamber and lined up precisely with the gauges and measuring equipment. In gear, with the main brakes



Houston, can we be cleared for take off?

engaged by a nicely utilitarian 'pedal depresser', ballast in the driver seat and we retired to the glass fronted control room.

Once the safety checks had been completed the operator turned the dial which spools up the 24,000kW turbine housed five floors above our heads. At slower speeds it is difficult to tell anything is happening. There's no real noise and no movement from the car.

Slowly the windspeed was increased in stages to the chosen maximum which today was 180kpm. At that speed you can certainly hear the muted roar of the slipstream and the car bounces up and down a little, the rear wing shaking. The amount of shimmy and shake can be quite significant and it makes you realize that aerodynamics are a big factor on how your car behaves at speed. Just try bouncing the suspension of a dedicated racecar by hand. You will not be able to move it, but the wind has no problem at all making those beefy springs work hard.

When Martini was rolled in I had really no idea what to expect. Like most enthusiasts I have followed the trend and fitted a big rear wing, a carbon front splitter and played around with the car's rake angle.

I know from driving Martini how she felt after each of these modifications and that the rake angle and front

splitter had made the most significant improvements. But there was no way to quantify them or really know what that rear wing was doing.

Seeing her sitting in the chamber from the security of the control room was a bit like waiting for the results from an x-ray; you hope for the best but don't really know what might be diagnosed.

The first 'blow' with M in her stock trim surprised us by showing no down force at either axle, at any of our chosen speed settings. Instead there was considerable lift. Not the best characteristic for turn in and high entry speeds.

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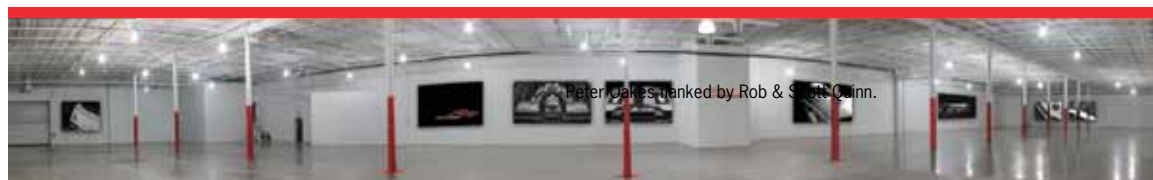


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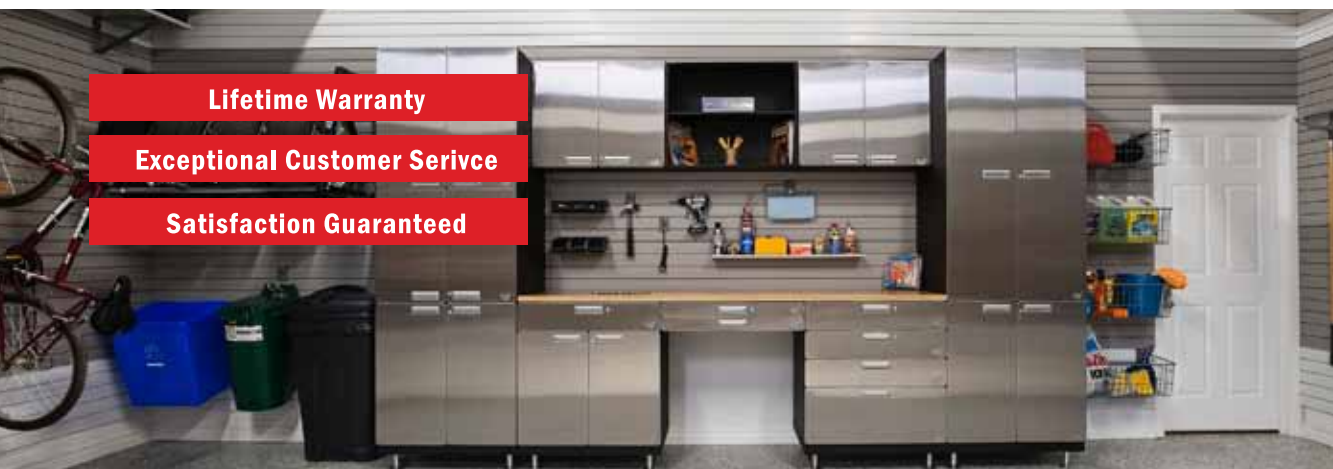
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...continued from page 21

So then we twiddled with the rake, or angle of attack, by inserting MDF blocks under the rear wheels and found a setting that negated the lift almost entirely. More fiddling between blows with pieces of alloy extrusion produced in excess of 150 pounds downforce from the rear wing but worsened the balance front to rear.

One thing you learn very quickly when working on aero is to change just one small thing at a time. One small change will affect everything else, trust me on this.

So we did some more rake adjustment and ended up, within a relatively short time, with a car that is balanced fore and aft, has a known range of down force figures and is at the same time presenting less aerodynamic drag overall.

Of course, I am not going to share what we learned, and anyway Martini's wing is a custom one-off. But it does show how you can make some really meaningful and useful improvements in balance and down force and drag relatively easily and at a cost that is not at all prohibitive.

For me it was about the price of a set of new tires. In that perspective it suddenly becomes very good value. Ernie has come up with a simple but clever idea for increasing the downforce at the front axle; if it works

as expected (a prototype has been tried on the 944) it should be highly effective. We hope to put that into practice soon.

If we keep developing these improvements you may one day see Martini hanging upside down just like that famous 956 in the Porsche Museum in Stuttgart!

Ernie and I are now headed to Sebring for the three-day PCA DE with Suncoast Region to see what the real world effect of our testing has done for the car. I will write about our Sebring experience in another article this winter.



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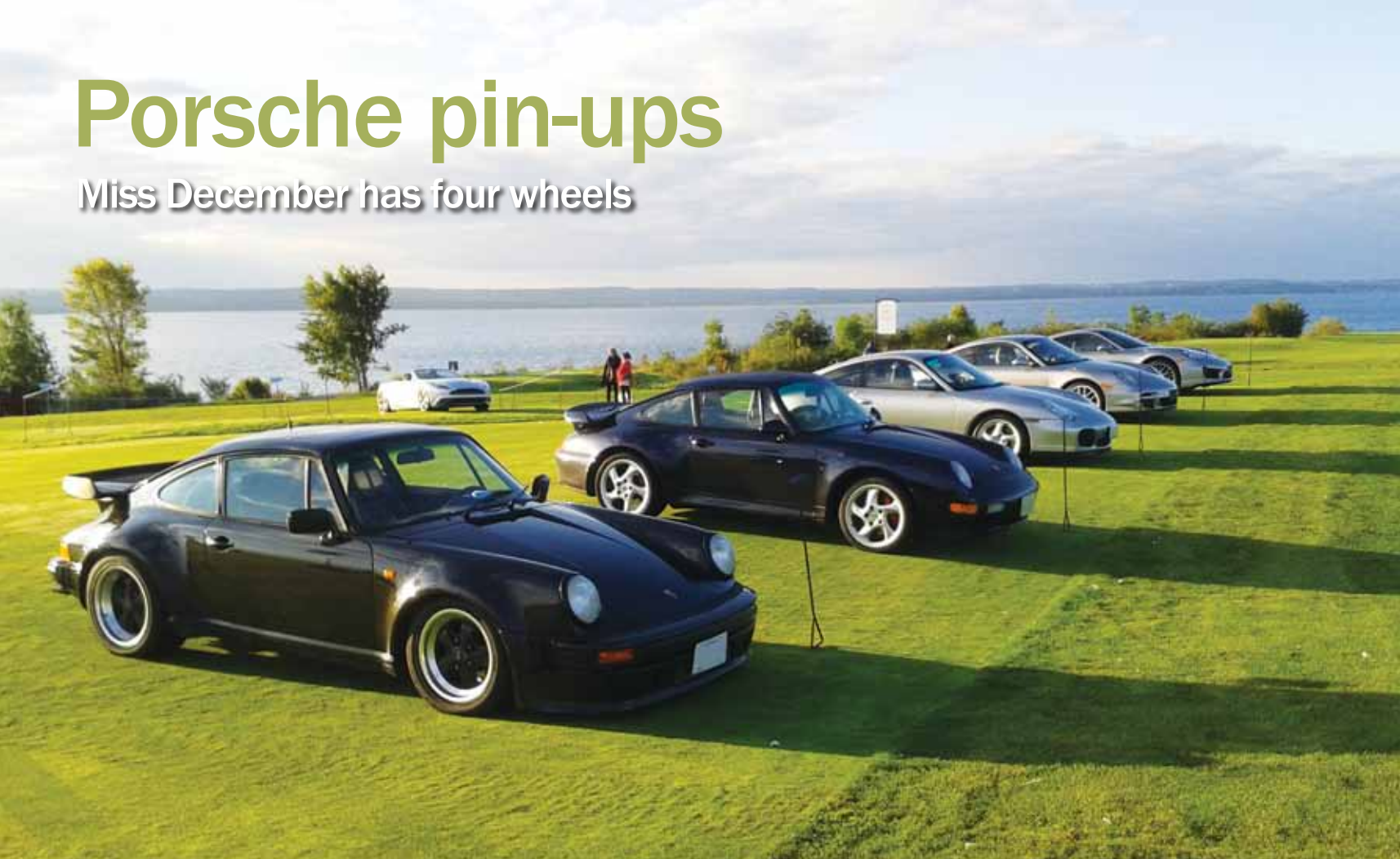
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# Porsche pin-ups

Miss December has four wheels



Above: A beauty from the concours. Photo by Wolfgang "Sonny" Lott, Provinz Contributing Photographer.

Below: Talented race photographer Brian Graham captured this vintage racing shot at CTMP.

A little eye-candy is always in order, but never so much as this dreary time of year.

Here's a collection of images solicited from members along with a few of the editorial team's favorites. Thanks to all our photographers for their contributions.

Enjoy the view.

Top: Here's a shot from the forty years of Porsche Turbo at the Cobble Beach Concours d'Elegance held October 15, 2014 near Owen Sound, Ontario.  
Photo by Dan Hutchinson, UCR Member

Right: Ice Shield.  
How many more sleeps until Spring?  
Photo by Tom Elder UCR Member

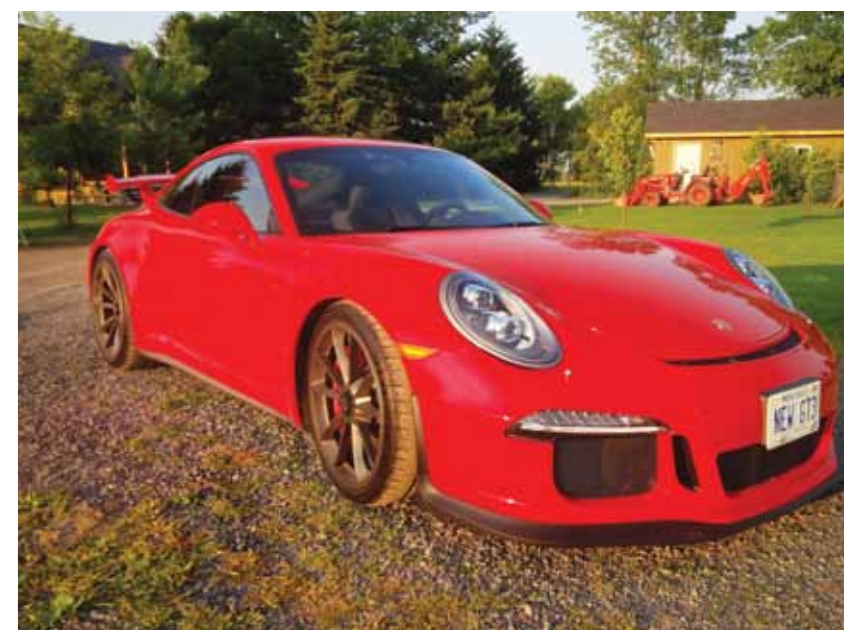






Above: One of autumn's last evening runs. Photo by Patryk Adamczyk, UCR Member.

Right: Pics of his 2014 Boxster S taken on the Strada della Dolomiti in the Dolomites northern Italy during his June 2014 European delivery driving adventure. Photo by UCR Member Stan Schnapp



Above: An unusual angle on a stunning car from Concours. Photo by Michael A Coates, UCR Club Photographer.

Left: Best test drive ever. Went to pick up a Boxster from the press fleet and it turned into this. Photo by Emily Atkins, Provinz Editor





One last run. November 11, 2014 in London, Ontario. Photo by Jeff Feltham, UCR Member.

Above: My kid playing in the fall leaves.  
Photo by Shawn C. Teague, UCR Member.

Left: UCR Member Alan Bowbyes was touring the Sonoran Desert last winter in Arizona in his Boxster S.

Below: UCR Member Kirk Katzel had a minor misadventure getting to autocross in the summer, but the result was this beautiful shot by Wolfgang "Sonny" Lott, Provinz Contributing Photographer.



911 Turbo, snow covered and clean. Picture above by Provinz Editor Emily Atkins; below by Andreas Trauttmansdorff, Contributing Photographer.



GT3 Cup racing at CTMP in May. Photo by Lesley Wimbush, Automotive Art and Photography.





# Striking it lucky at Le Mans

One more off the bucket list

Story and photos by Doug Stark, UCR member

From what I could see of Strasbourg from the train station, it looked like a lovely city, but my attention was suddenly distracted by the rail clerk using the word, 'grève' (strike). But let's start at the beginning of our journey.

My good friend and fellow UCR member Michael MacDonald and I had decided to put a checkmark beside entries on our personal bucket-lists and it was a famous one at that: the 24 Hours of Le Mans.

On the way to striking off that event was a side trip to the Porsche Museum, a Porsche factory tour and while we were in Stuttgart, a visit to the Mercedes Museum. OK, so we got carried away. Michael crossed off a total of four bucket-list items while I ticked Le Mans off my list on this trip.

We also had, (thanks to help from Laurence Yap, until recently Porsche Canada's Marketing Manager) a personal tour of the Porsche Archives by its Director, Dieter Landenberger, where we were shown some amazing racing artifacts in the film and photo archives. We saw Ferry Porsche's famous Stool-Umbrella combination that he used at Le Mans, one of Hans Stuck Jr. racing helmets, a huge 1/8th scale chocolate 911, and many other incredible items, including gifts that Porsche has collected, that are in storage, waiting for the day they can be shown in the museum proper.



As an aside, the Porsche Archives collects every single article, book and magazine written anywhere in the world that concern Porsche cars; this also includes publications from Porsche clubs world wide, including *Provinz*.

So after an enjoyable few days in Germany—no Autobahn this time—off we went to Le Mans by train. After an eventful trip that included a detour to Paris thanks to that strike, we finally made it to Le Mans. It's a pretty

little burg but our objective was the track. A tram takes you through the town of Le Mans to a station just outside the gates of the track.

Le Mans—what an absolutely massive place. A lap is over 13.6-km long. Think about a track three and a half to four times the size of CTMP's GP track, without taking into account all of the land around the outside of the

continued on page 33...

Opposite page top: The 919 blasts along the front straight.

Left: The famous Le Mans Ferris wheel. Top: Waiting for the 919. Below: The front pit straight at midnight.







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track. One could make a fortune here renting folding bikes to the spectators. The amount of walking, the heat. Just be in reasonable shape is my advice. And bring more money than you think you'll need. A beer is seven Euros.

We were camping outside the track proper, in what is called the Blu Sud (blue south) area near the Maison Blanche kink which made it a few kilometres walk each way to our grandstand seats on the front straight.

We were joined in the grandstand by two other friends from Toronto who were staying in a family villa outside town. We didn't mention how nice our tent was...

Is there anything better than a warm, clear summer night at Le Mans, having a few cool ones while watching qualifying until midnight? A sunset over

the Dunlop Bridge to our left—the famous Ford Chicane Ferris wheel glowing in the fading light to our right, and the hard-working Porsche crews across track from us. Brilliant.



The last sliver of light faded at close to 11:00pm, while sunrise was at 5:00am! Qualifying takes place on Thursdays until midnight. Afterwards the track is closed and re-opened for local traffic, which we found out is when all the local crazies come out and drive around, attempting burn outs and the like.

Meanwhile in the town centre, thousands show up at noon Friday for the driver's parade. We thought we would avoid those crowds in town, only to encounter a huge crush during the free Friday pit walk. Lots of DNA transfers attempting to move around pit lane with all the thousands of other sweaty people...

Above: Parking madness. Below: Action through the Porsche Curves.

continued on page 34...





...continued from page 33

I did a little fan demographic study here. The line up for the men's washrooms at Le Mans was averaging 15 minutes long. The lineup for the ladies washroom: Oh wait—there wasn't one!

The start of the race is amazing! They played the theme song from 2001: A Space Odyssey and timed it perfectly as the leading Toyota prototype along with the rest of the P1 field blasted out of the Ford chicane and along the front straight past Fernando Alonso waving the green flag.

During the early evening we walked down to the Porsche curves to watch the action. What a set of corners! There is very little room for error in this series of S-bends and the speeds the LMP1s carry through here is incredible. There can be no misunderstandings between the P1 class cars and the GT class passing each other—arguments here don't end well.

When we arrived at the track on Wednesday afternoon all everyone could talk about was the crash of Audi # 1 in the Porsche Curves during practice and how it looked like a plane crash. Luckily for the Audi driver Luc Duval, he walked away despite the car having no windscreen, roof, bodywork or any wheels. When I saw the car and the video of the crash I remarked that Duval should buy a Lotto ticket—it was that bad.

What can you say about Le Mans at night? It's magical, exciting, colourful and LOUD? It's all of that, and also tiring.

We couldn't stay up for the whole event due to loss of sleep during Friday night's noise—World Cup qualifying games—so somewhere around midnight we walked back to the campsite and bed. Around 5:30am we were up and heading back to our seats for the rest of the race.

Could it really happen? With three hours to go, the brand new Porsche 919 prototype was in the lead, with former F1 Red Bull driver Mark Webber driving. But then it slowed coming out of the final chicane on the Mulsanne and dribbled around the rest of the circuit on battery power to retire to the pits.



By 3 o'clock it was all over, and Audi had won, again. For the first time in more than 20 years the organizers allowed the field a lap of honour after the checkered flag, which was really neat.

Two hours after the event, except for the private jets taking off behind us at the small airport, it was all quiet at Le Mans.

The traffic jams are as legendary here as you may have heard. Why the Brits drive to this race is a mystery. I think it's a Dunkirk revival thing. As we walked back to our campsite late Sunday afternoon many of the cars we passed had shut off their engines as they weren't going

anywhere soon. Many were still there past 9pm. Five on Monday morning came quickly for us. We had a one hour walk around the track to the Tertre Rouge corner to catch the tram into town for the direct train to Charles de Gaulle airport in Paris. As we got to the Le Mans train station and checked our train times we saw "train cancelled – strike". Seriously?

Again we headed to the Montparnasse station, on the opposite side of the City from the airport. Now the stakes were a lot higher—we couldn't miss this flight. There are no flight refunds if we are late.

Thankfully Michael was getting reception on his phone and googled as fast as he could to find us a direct bus from the train station to the airport to avoid an uncertain Metro experience. 16€ each.

Le Mans is an experience unlike any other race event outside of Indianapolis and Monaco. Everywhere you stand at Circuit de la Sarthe you're standing at a site with over 90 years of history, some great and some tragic. If you have the chance and you're in France in June and you're tired of shopping in Paris, (yeah, it could happen...really) you have to go—pack patience and a sense of humour and you'll be fine.



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# TRACKTALK



Photo by 303 Imaging

By Dave Osborne, UCR Track Chair

Success means different things to different people. To the corporate types it's revenue generated. That's not very important in a volunteer member's club. To the true drivers out there it's improvement in the quality of their laps. Sometimes those improvements are measured in tenths of seconds, but the true "Trackie" knows when their skills are improving. To your Track Team, success is club members served. I always figured if we produced a great program, the finances would take care of themselves. The more people who join the program, the more easily we can absorb rate increases and expenses. Once that is covered, it's helping the largest number of people to find enjoyment in driving their car quickly and safely that sets the benchmark. Your Driver Education program grew by over 15 percent in the past year. In the 2014 DE season alone, we processed 889 individual registrations. It was our biggest year ever and we hope that all 889 registrants enjoyed and benefited from that experience. We sure enjoyed providing it.

That said, your reward as DE enthusiasts is that we can absorb all of the 2015 rate increases. The entire 2015 DE season will operate on the same rates as last year. Program growth equals no rate increases. The IDS, on the other hand, will have to absorb an increase, as the participation numbers are capped at thirty people. We were paying \$2,500 for a day at the old skid pad, but the new DDT rental rate is \$5,500 spread over those participants. We could raise the IDS numbers, but we're afraid that the quality of the program might suffer. The IDS rate for 2015 will be \$325 per person. It's still the least expensive IDS program around.

When Scott Wilkens, our ten-year Tech Chief stepped down for health reasons over a year ago, we found ourselves trying to replace a pillar of the program. Scott's easy demeanor and vast knowledge in safety had always served the club well. Wallace Bradley jumped in with both feet for this past season and has done an outstanding job of making our Tech services work in a very professional manner. We see his team

out there in their high visibility vests, making sure all the "i"s are dotted and the "t"s crossed. He's been a pleasure to work with and the Track Team wants to thank him for the great Tech program he has run this season. The transition to the 2015 season should go smoothly, as one of Wallace's team has stepped up to take over the position. Paul Neto will be joining the Track Team for the 2015 season as the Tech Chief. We all look forward to working with him.

The dates for the 2015 track season will be published in this issue of *Provinz*. I know I sound like a broken record every year, but no-one who signs up on New Year's Day ever gets turned away. As the program gets closer to capacity it is even more important to sign up for the events earlier in the season, in order to secure your spots. Registration for the 2015 season will, once again, open at precisely midnight on New Year's Eve. The shortcut to the Registration system on its secure server is: [reg.pcaucr.org](http://reg.pcaucr.org).

Before I end I wanted to say something about our outgoing President, Walter Murray. When Walter first considered running as our President he made a commitment to the Track Team to leave the program alone. As an avid driver and a new UCR Instructor, Walter understood that you don't mess with success. The results of that policy have been two of the most successful years that the program has ever known. I want to personally thank Walter for being the honorable man that he is and tell him what a pleasure it's been serving UCR with him at the helm. Now I look forward to sharing the track and the occasional beverage with him. Great job Walter!

Since I'm not known for my political correctness, I want to wish you all a Merry Christmas (or the equivalent).

Drive carefully out there!

Dave



## 2015 UCR DE Track Schedule

Registration opens online at midnight, January 1, 2015. ([reg.pcaucr.org](http://reg.pcaucr.org))

### Introductory Driving Schools

April 11, Driver Development Track (DDT), Canadian Tire Motorsport Park (CTMP)

April 25, DDT, (CTMP)

August 14, DDT, (CTMP)

### Driver Education

May 9 & 10, GP Track, (CTMP)

June 6 & 7, GP Track, (CTMP)

July 17, 18 & 19, GP Track with NNJR (CTMP)

August 15 & 16, DDT, (CTMP)

September 19 & 20, GP Track, (CTMP)

October 17 & 18, GP Track, (CTMP)

### Advanced Solo Lapping

June 5, GP Track with UCR Charity (red and black run groups only) (CTMP)

August 7, 8 & 9, GP Track with Club Race (red, black and approved white) (CTMP)

September 18, GP Track with Braidan Tire Charity (red, black and white) (CTMP)

**Questions?** Contact Track Chair Dave Osborne at: [csracing@kos.net](mailto:csracing@kos.net)



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# THE AIR BAG

## Letters to the Editor

Dear Editor,

I have just received *Provinz*, and was enjoying reading it [the November 2014 issue] until I reached Dave Osborne's 'Track Talk' on page 40.

I was disgusted by the first two opinions which have nothing to do with 'Track Talk' and I consider them utterly inappropriate. Mr Osborne should keep his political opinions to himself, and not take advantage of his position on the staff of *Provinz* to publish them.

I'll take the second one first, as it is by far the more important. The Canadian role in fighting ISIS: Some 90 home-grown terrorists have been identified by our security services, many have joined ISIS and other terrorist organizations. Terrorism is today clearly a global problem and we are obviously not immune.

Does Mr Osborne think there is a difference between Canadians being beheaded abroad by foreign terrorists or simple being killed here in Canada by Canadian terrorists? Mr Osborne's 'peacekeeping' strategy is as outdated as it is ignorant and insulting. Our son serves in the Canadian army, two of his fellow soldiers have just been murdered on home soil, so perhaps Mr Osborne should think about who will protect him and his family if our government shared his ignorance and naivety... regardless of his belief that our Prime Minister's actions are solely to 'claim his place on the world stage'.

The second is the price of gas: Yes, we pay \$1.50 more than the US, it's not rocket science... it's a combination of Federal and Provincial taxes which fund such important and relevant institutions as health care, education, defence, employment insurance, infrastructure, etc.

Your comment blaming the government for the high price of gas because of multi-national bail-outs, bad TV, and selling us out to foreign interests etc... is an utterly nonsensical political rant.

Colin Simon, UCR Member

Dear Editor,

You really must help poor Dave Osborne do a bit of research prior to publishing silly rants like the one promoting government subsidized oil refineries.

A quick Internet search reveals that there hasn't been a complex refinery built in North America since 1977, and many have shut down because they are simply not commercially viable. Stringent environmental regulations make refineries very expensive to build and operate.

The last thing taxpayers should want is to subsidize a refinery to the tune of \$10 billion a copy. Gas prices would actually have to be substantially increased to help fund the operation of this white elephant.

Governments in Canada have devoted \$684 billion to subsidies in the past 30 years with negligible relief to consumers. Time to put an end to the waste.

Ron Woodward, UCR Member and Senior Economist  
(Retired), Industry Canada

Got something to say about *Provinz* or the club? Please write me at [porscheilly@rogers.com](mailto:porscheilly@rogers.com)





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# 944 CORNER

## Prepping your 944 for DE

By Darren deRoos, Provinz Assistant Editor

While this may seem like an odd time to discuss this topic, I feel it's the perfect opportunity given that we all have a very long, cold winter ahead which is a great time to either plan your DE mods for next year or, if you're like me and have a heater and a lift, get out in the garage and start working!

I'd like to first mention that the most important mod to start with is the driver. All the power and suspension work in the world can't help you if you don't have the fundamental driving skills. UCR's fantastic DE program is the way to go to initially "Mod the driver".

There are quite a few basic mods required, in my opinion, before your 944, or any Porsche, sees the track. Make sure the car is in a good state of tune. Your car should be running well, no leaks, not blowing any smoke, fresh high performance oil, coolant, transaxle oil and especially a high quality brake fluid. With a 944, a recent timing belt, tensioner and water pump service will give piece of mind while flat out on the back straight at Mosport next year. I change my brake fluid before every DE and also change the engine oil after. It may seem excessive, but it's cheap insurance.

Once the car is mechanically sound, you can start to look at a few popular modifications. My first suggestion is performance brake pads. There are many different manufacturers out there so look for a pad with good initial bite, easy to modulate, and made for operating at high temps. This can make a huge difference in your confidence on track. There are two ways to approach this modification. One is to use a street/track pad, which is a good idea if you don't want to be bothered with swapping brake pads at the track. The other option, and the one I prefer, is to use a dedicated street pad, and a dedicated track pad.

Next up, I suggest upgrading the shocks. This a relatively easy upgrade that yields a huge improvement in ride and cornering for a modest outlay of cash. I use adjustable Koni yellow shocks due to their reasonable



cost and excellent, consistent performance. I like the ability to fine-tune them for the street, and at the track. I also recommend you replace most of the suspension bushings if this hasn't been done yet. Some of these cars are 30 years old and if the rubber is still original, it's time for a change. Finally, I would look to upgrade the anti-roll bars. I found a set of used 89 Turbo S bars for my car and the reduction in body roll is significant.

Now, let's look at the interior. A racing bucket seat is money well spent. Being held solidly and safely in place goes a long way in allowing the driver to focus on driving, instead of bracing yourself and hanging on for dear life! I personally use a one-piece fiberglass bucket seat that fits me well, offers great support and was even comfortable on a six hour trip to Calabogie. I use the factory seat belt as I am not yet ready for a roll cage, and a harness bar and harnesses should never be used unless a roll bar or cage is installed.

Last, I recommend a good set of track tires on track only wheels. I advise using a "square" setup, meaning four of equal width, equal offset, equal sized wheels and tires, to allow for tire rotation. This will help prolong the life of your track tires and allow you to easily swap from front to back if one set is wearing faster than the other. I don't recommend R-compound tires if you are just starting out. A good, high quality summer only performance tire is the way to go. They generally offer more audible warning when at the limit, break away more gradually, and last longer than a dedicated R-compound tire.

Porsche 944s are fantastic DE cars and having one that's well-tuned, and has some very basic modifications can satisfy even the most seasoned track veteran. You'll probably notice I said nothing about adding power. Until you are able to fully exploit the limits of a 944 on track, power should be your last consideration

Happy Cornering!







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# THE WAY WE WERE...

## 30 Years Ago

Copy was very light. It featured a story by new member **Greg Kerr** about his adventures with restoration of a 356. **Bruce Farrow** had *lotsa* parts for sale, as did **Dave Pateman**.

## 25 Years Ago

Now with colour on the cover, donated by **George Barbu**. **Scott Goodyear** was reported as a DE instructor at a recent event while his wife **Leslie** was in the Green Run Group. **David Tennyson** was one of our hotshoes in those days and subject of a feature article. Our 43 percent annual membership growth was heading us from fourteenth in the direction of Top 10 regions—only 100 more members to grow! PCA was just under 28,000. **Howard Dexter** wrote about *gofaster* HP improvements. **Crawford Reid** was incoming President. **Rosemary Adam** was outbound. **Bruce Farrow** was selling parts.

## 20 Years Ago

**John Van Atter** had a lengthy list of items for the Sweetheart Charity Auction. Children's Wish kids were our guests at an October Mosport special event. **Clive Van Wert** reviewed the DE season and noted that **Richard Spenard** was a great help. Shift Into Spring was planned for **David Tennyson's** Formula Kartways. **Randy Smith** thanked a slew of event sponsors. There was a full page of new members.

## 15 Years Ago

**Ken Jensen** was crowned President by outgoing President **John Van Atter**. A hundred members attended the Awards Banquet where **Erin Davis** spoke and **Mike Accera's** band played. **John Van Atter** was promoting the Charity Auction and The Children's Wish Foundation was the designated charity. **Andy Wright** wrote about his 924S and then buying **Joe Fantl's** LawnBoy-green '72 911T, which he still enjoys driving.

Contributed by John Adam, UCR Historian

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