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January 2014

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Production of the January 2014 issue of *Provinz* was delayed by the Great Ice Storm of 2013.





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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

JANUARY	ANUARY		JULY			
7	Tues	Board Meeting (Cancelled)	1	Tues	Board Meeting	
14	Tues	UCR Social (Cancelled)	8	Tues	UCR Social	
FEBRUAR	RY		18-19-20	Fri-Sat-Sun	Driver Education, CTMP (Main Track) with NNJR	
4	Tues	Board Meeting	AUGUST			
11	Tues	UCR Social	5	Tues	Board Meeting	
MARCH			8-9-10	Fri-Sat-Sun	Solo Lapping and UCR Club Race (Signed off groups) CTMP (Main Track)	
4	Tues	Board Meeting	12	Tues	UCR Social	
7	Fri	Ski Day, Osler Bluff Ski Club, The Blue Mountains	15	Fri	Introductory Driving School,	
11	Tues	UCR Social	13	111	CTMP (New Facility) and Solo Lapping (TBA)	
APRIL	_		16-17	Sat-Sun	Driver Education, CTMP (New Facility)	
1	Tues	Board Meeting	SEPTEMBER			
8	Tues	UCR Social	TBD	_	Concours	
12	Sat	Introductory Driving School, CTMP (New Facility)	2	Tues	Board Meeting	
19	Sat	Introductory Driving School,	9	Tues	UCR Social	
	041	CTMP (New Facility)	19 F	Fri	Braiden Tire "Wheels for Humanity"	
27	Sun	Launch into Spring Open House, Porsche Cars Oakville	use,		Charity Event & Solo Lapping (Signed off groups) CTMP (Main Track)	
MAY			20-21	Sat-Sun	Driver Education,	
6	Tues	Board Meeting			CTMP (Main Track)	
13	Fri	UCR Social	OCTOBER			
10, 11	Sat-Sun	Driver Education, CTMP (Main Track)	7	Tues	Board Meeting	
JUNE		CTMF (Mail Track)	14	Tues	UCR Social	
3	Tues	Board Meeting	18-19	Sat-Sun	Driver Education, Oktoberfest, CTMP (Main Track)	
6	Fri	Driven 2 Smile Charity Event & Solo Lapping, Red & Black Groups, CTMP (Main Track)	NOVEMBER			
			4	Tues	Board Meeting	
7-8	Sat-Sun	Driver Education, CTMP (Main Track)	11	Tues	UCR Social	
10	Tues UCR Social DECEMBER					
15	Sun	Father's Day	2	Tues	Board Meeting	
		Yorkville Exotic Car Show, Toronto	9	Tues	UCR Social	
			-		33.1 330idi	

PRESIDENT'S FORUM



Walter Murray UCR President

ur vear-end Banquet is behind us, and here we are at the start of a new year. This is the time of year where planning is being formalized, and we are pleased to advise we are well positioned for 2014.

Dave Osborne and the DE team have finalized the DE program. It is online; sign up early so you are not disappointed. Fun Runs are being coordinated by David Forbes; call him if you would like to organize one. Mario Marrello will be posting the dates for Autocross. Mark Solomon will again be heading up the Open House, which will be held at Porsche Cars Oakville on Sunday, April 27. Kye Wankum, Chris Ralphs and Richard Shepard are putting the final touches on Concours. Sajjad Butt will be back with some Rally dates. This year, Targa Muskoka will be taking a sabbatical, but we would encourage members to look at setting up a Targa in other parts of the province. Niagara and Prince Edward County are natural areas, but regardless, as architect of Targa Muskoka, I would be pleased to help others set one up, wherever they choose.

An update on the Zone 1 meeting last November. You will recollect that PCA has set up 13 Zones and we are part of Zone 1 which comprises 18 Clubs. Twice a year there is a Presidents' meeting in Albany, New York. It sets the course for Zone 1 events like the Club Race, 48 Hours at the Glen, and other events. Full details will be published in due course.

Manny Alban, President of PCA, provided an update, advising that PCA is now 110,000 members strong. Awesome! The move to the new format for Panorama is proceeding very well, with advertising up significantly. The new database for membership is proceeding and our very own Ken Jensen is one of the beta testers. Over the last few years, Zone 1 has been fortunate in having Jennifer Webb as the coordinating representative. As Jennifer and Scott are about to become proud parents, Jennifer will be stepping down as Zone 1 Rep at the end of 2014. Few of you have the opportunity to see what she does, but believe me, it is a huge coordinating role, and Jennifer has led the Zone in an exemplary manner. On behalf of UCR we thank her for all her great work and wish her well in the future.

Back to a favorite theme: Volunteers. They do an outstanding job in running your Club. If you can provide a few hours to help, we would ask you step forward. Don't be shy, I believe you will enjoy it. Give me, Mike Bryan, Ken Jensen or any other member of the Board a call so we can add you to our list. I have also enjoyed the feedback I get from you and would encourage you to continue to actively share your thoughts and comments. As I said last year, transparency and mutual respect are fundamental to how we operate.

As I write this, snow is gently falling. As you read this we will be into the dark cold days of January. The good news is it is only 100 days to our Open House event. So let the countdown begin.

In the meantime, drive safely.

Walter Murray





Welcome! NEW MEMBERS

Name	Location	Model	Thanks To
Raajat Attia	Richmond Hill	14-Cayenne	Downtown Porsche
Yunping Bao	Richmond Hill	13-Cayenne	Downtown Porsche
Ron Baruch	Toronto	14-Panamera	Downtown Porsche
Alfredo Bojalil	Carleton Place	13-911	Downtown Porsche
Larry Caruso	Thornhill	88-944T	
Vince Cornacchia	Toronto	12-Cayenne	Downtown Porsche
Pedro Crisostomo	Milton	90-911 C4	
Paolo De Luca	Bolton	14-Cayenne	Porsche of London
Paul Dicker & Adam Wagman	Toronto	07-911 C4S	
Konrad Fliszczak	Mississauga	14-Cayenne	Porsche of London
Eddy Goldstein	North York	14-Cayenne	Downtown Porsche
Qing & Zhe Qiang He	Scarborough	14-Cayenne	Downtown Porsche
Mary Louise Hill & Andrew Cheatle	Thunder Bay	14-Boxster	Downtown Porsche
Meiya Hu	Toronto	08-Cayenne	Downtown Porsche
Sheng Feng Hu	Scarborough	13-Panamera	Downtown Porsche
Leigh & Linda Kelk	Toronto	79-911 SC	Trf-In North Country
David Kelloway	Barrie	01-911T	
Todd Koyama-Asada	Brooklin	08-Boxster S	
Denny Lam	Richmond Hill	14-Cayenne	Downtown Porsche
Wendy Leach	London	14-Cayenne	Porsche of London
Chenyi Li	Toronto	14-Cayenne	Downtown Porsche
Ted McCleister	Brantford	07-Boxster	Crawford Reid
Linda McLean	Toronto	14-Panamera	Downtown Porsche
Trent McLeod	Ayr	01-911	
Victor Mills	Toronto	14-Boxster S	
Claude & Lynn Munari	Oakville	01-Boxster	Mantis Racing
Elena Novak	Thornhill	14-Cayenne	Downtown Porsche
John Ord	Toronto	13-Panamera	Downtown Porsche
Tan Qin	Thornhill	14-Cayenne	Downtown Porsche
Peter Rankin	Oakville	66-912	Mantis Racing
Stephen Reiner	Wellesley	14-Cayman	Porsche of London
Don & Emmy Richardson	Woodbridge	09-911	
Jonas Salkavskis	Toronto	14-Cayman	Downtown Porsche
Gloria Salomon-Levy	Thornhill	14-Cayenne	Downtown Porsche
John Savage	La Salle	14-Panamera	Downtown Porsche
Janice Sgro	Toronto	14-Cayenne	Downtown Porsche
William & Leigh Smith	Toronto	03-911 C4S/ 08 Cayenne	Trf-In Wild Rose
Marc Stonestreet & Melissa Griffin	Toronto	88-911	
Wayne & Judy Store	Clarksburg	09-Boxster	
Chris Ullyett	Mississauga	04-911 GT3	
Julia Wang & Frank Zhao	North York	13-Panamera	Downtown Porsche
Gregory & Ian Wellman	Toronto	11-Cayman S	
Hanqi Xu	Toronto	14-Cayenne	Downtown Porsche
Colin Young	Freelton	05-911	

Congrats! ANNIVERSARIES

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25_{YEARS} Richard Roell

20YEARS
Raymond Chan

Raymond Chan
Heather McCann &
Doug Jaffray

15 Shannon Brancato Iris Woo & Simon Chung

1 Oyeans
Robert Brozychowski
James Loftus

Gheorghe & Valeria Matei

5YEARS

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



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THE WAY WE WERE...

35 Years Ago

Peter Ober was President, our fourth. A dinner meeting was planned for the Boulevard Club with **John** Powell as speaker. The two-day May driver's school at Mosport was limited to 30 drivers and cost \$100. We had \$142 in the bank and Provinz had cost \$198 to produce and mail in 1977. Provinz postage was 10 cents. The treasurer was proposing an annual regional assessment of \$10 per member. Geoff McCord was attempting to assemble 356 owners to exchange project ideas. Fave Cosgrove wrote an impassioned article about difficulty with 914 repairs after a collision with a utility pole on an icy road. Heinz Loth was looking for a couple to share a cabin at Parade in Snow Mass, Colorado. Nethercott-Lee was a Porsche dealer in Hamilton. The new Downtown Fine Cars advert featured a 928.

25 Years Ago

Rosemary Adam was president. The cover featured the new 944 cabriolet, soon to be received by Norah Parks (blue) and Rosemary Adam (the red one now owned by Renate Weidner). There were 23 new members listed. Bruce Farrow reported that our 1987 DE program had a net profit of \$500, with 102 members attending various events. Fourteen were women. Bruce Farrow and Jake van Ginkel wrote at length about getting into racing. The monthly social was at Le Papillon on Front Street in Toronto and we were to show a Parade video, thus encouraging members to attend the '89 Parade at Traverse, Michigan. Louise Lawrence wrote with good humour about buying a winter beater.

20 Years Ago

Gord McNeil became president. Provinz had an attractive new design by Karl Thomson for editor David Gaunt. Parade would be in Lake Placid, NY and UCR would manage golf, tennis and the 5k walk/run. New members include Mark Baun, Mario Colombo, Yarko Matkiwsky and Jim Woroch. The Wankum family had a new baby, Zachary Lucas. Monthly socials were at PCYC. Our upcoming charity auction expected to beat the previous \$9k revenue, according to Peter Manson. A lengthy feature by Dawn Elise spoke volumes about overcoming her fear of driving, especially on track. Perhaps the most literate writer ever in Provinz and later a track junkie. Bruce Farrow's Classic Porsches column covered a review of his '93 vintage racing outings.

Contributed by John Adam, UCR Historian

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Laurel Ward UCR Socials Co-Chair



Kathleen Wong UCR Socials Co-Chair

SOCIAL EVENTS

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 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 member. 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. Socials run from 6:30pm-9:00pm. It is not about the cars, but the people. We look forward to seeing you there!

Your Socials Co-Chairs, Laurel Ward, Kathleen Wong



Upcoming Events

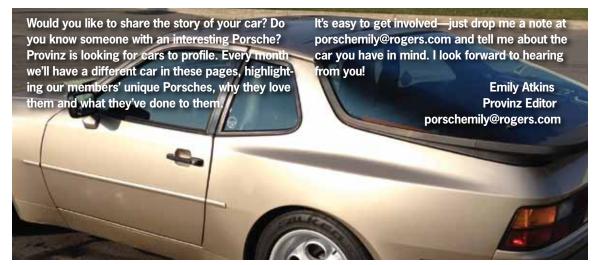
January 2013 Please note there will be no January Social.

February 11, 2014 6:30pm-9:00pm Speaker: Jay Lloyds, Classic Car Specialist

2014 is Jay's fortieth year working on Porsches, which include the early water-cooled and all air-cooled cars. Jay specializes in engine building, chassis tuning, and building special-order Porsche race cars. He worked in Europe and Asia during 1970s through the 1990s and travelled extensively to support racing teams that competed at the top racing circuits. Between 1985 and 1993, Jay operated his own Porsche workshop, Lloyds Motors, in Hong Kong and formed the "Lloyds Motors Racing Team". He moved to Toronto in 1993 and opened his Porsche workshop, Lloyds Autosport Inc. Jay joined Porsche Centre Oakville in August 2013 as their Classic Car Specialist.

Location: Dragon Legend (Asian Buffet), 25 Lanark Road, Markham L3R 8E8, 905-940-1811 www.dragonlegend.ca/contact.php

GOT A GREAT RIDE? Share it with the club



DECEMBER SOCIAL

A merry mix and mingle—Holiday Social at Pfaff Porsche

By Laurel Ward, UCR Socials Co-Chair

e thank our friends at Pfaff Porsche and McLaren Toronto for hosting a spectacular holiday social. It was a great opportunity for members to eat, drink and be merry, surrounded by all-too-beautiful cars. We had over 100 UCR members attending at Pfaff Porsche and over 50 members wandered over to McLaren Toronto. It was clear that people were fully enjoying themselves. Dave Sambrook, Pfaff Porsche's General Manager, made kind remarks to the UCR members and excited people about the new Macan SUV. Allison Pigden, Special Events Coordinator, drew the lucky numbers and handed out Porsche raffle prizes to fortunate members. We are grateful for their hospitality and generosity.





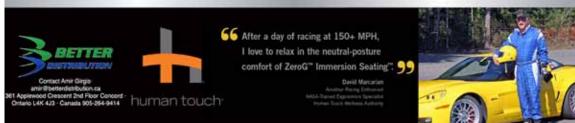






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TECH SESSION Macan vs Cayenne Which should you buy?

By George O'Neill, UCR Tech Editor

Tech Editor's Note: If you wish us to cover a specific topic in a future article, please send an e-mail to me at George@ONeillAdvisors.ca with your thoughts, as well as feedback on this article. We always welcome guest contributors as well!



George O'Neill



rying to decide which vehicle to purchase these days can be very challenging since most are of such high quality and acceptable performance that determining what really differentiates one from the other is difficult. It becomes more about what you need the vehicle to do and your particular personal preferences, since all will perform admirably given what the designers and engineers had intended.

When it comes to Porsches this is even more salient, since each model is designed with a specific use in mind. Now that Porsche has two SUV classes to choose from, the full-size Cayenne and the compact Macan, I thought it was worth taking a look from a technical specifications perspec-



tive to help you determine which is most appropriate for what you may have in mind. Loved equally by soccer moms and dads, as well as those looking for an alternative to the traditional station wagon, SUVs have become very popular vehicles.



After a couple of years of speculation that Porsche would introduce a compact SUV, this past November the company did just that. (see page 18 for a report on the launch) The vehicle is called the Macan, the Indonesian word for tiger. The name seems fitting, given Porsche has entered perhaps the most popular vehicle segment today and therefore requires a strong product to challenge the competition. Up until launch, the vehicle was called the Cajun. One would assume that perhaps Porsche initially sought out a name starting with the letter "C" to provide a family connection to their other SUV, the well-known and respected Cayenne. I say kudos to Porsche for mixing up the final selected name to Macan and not choosing the easy and perhaps expected approach to start each of their SUV vehicle names with



the letter "C". Avoiding such meaningless constraints is another example of the depth of intellect of the people at Porsche. Porsches are not within the upper echelon of motor vehicles by chance. Perhaps the choice of vehicle line names is another indicator of that fact.

So why produce a second SUV type when Porsche already has a very capable offering in the Cayenne? Well it has to do with size and increasing overall vehicle sales. For some, the Cayenne has been just too big. Not that it is abnormally big or anything, it is just that for some it is on the large size. I know that was the case for my wife when she was considering a new SUV. She liked the fit and finish of the Cayenne and certainly the way it drove. But she felt it was a little wide and too long, so she bought an Audi Q5 instead. Interestingly enough, the next replacement for the Q5 and the new Macan were apparently developed together since Audi and Porsche are both now part of the VW group. The Macan should fit my wife's needs well, at least I am hoping so, since I would always love to add an additional Porsche to our garage. Take a look below at the

first understand what is most important to you and ensure the vehicle you choose matches those needs. It is fantastic that Porsche has now entered the compact SUV market since this gives us a wider choice of vehicles to seriously consider.

Perhaps my wife will now choose a Porsche for her next vehicle, based on the merits of the vehicle itself and not emotion, which is often what tips the scale towards Porsches for me!

Trying to decide which vehicle to purchase can be a daunting task. But if you first determine what you need and then match that list against what is available, this will help you select the appropriate vehicle. Hopefully a Porsche will be at the top of that list.

Specification	Macan S	Cayenne S	Audi Q5
Wheelbase (mm)	2807	2895	2807
Overall Length (mm)	4681	4846	4639
Height (mm)	1624	1705	1655
Width (mm)	1923	1939	1898
Engine Size	V6 Turbo 3.0L. 340 bhp	V8 4.8L 400 bhp	Inline 6 3.0L 272 bhp
Vehicle Weight (kg)	1865	2065	1975
Luggage Capacity (L)	500-1500	670-1780	540-1560
0-100 km/h (sec)	5.4	5.9	6.2
Fuel Consumption			
(L/100km) Urban - Highwy	11.6 - 7.3	14.5 - 8.2	11.4 - 7.8
Towing (lbs)	5,291	7,716	4,400

included key specifications table to see how the Macan compares to both the Q5 and the Cayenne.

Since you are a Porsche enthusiast, and if you are thinking about buying an SUV, either the Macan or the Cayenne should be on your shopping list. They are both not only great "trucks" but also great "cars" since they blur the line that used to separate those two vehicle classifications as they perform so well both on road, and off.

Let's take a look at nine key specification categories for the Macan and the Cayenne and compare those to perhaps the Macan's closest rival, the Audi Q5.

If you have a very specific purpose in mind for your new vehicle, like towing, what really matters are those categories most important to you. For example, if you do indeed need maximum towing capability, then the Cayenne is the clear winner over the Macan and the Q5. But, if you need maximum performance in terms of both fuel mileage and acceleration, the Macan wins in both. If you think you would like an SUV but do not have any specific needs in mind, then the Macan should be a very strong contender, since it "wins" in the majority of the key categories outlined.

In the selection of any vehicle, and that applies to both of the SUVs now offered by Porsche, you should The IMS bearing fix: DOF

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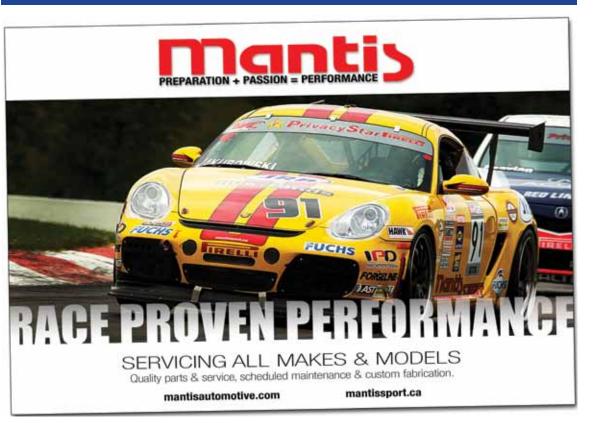
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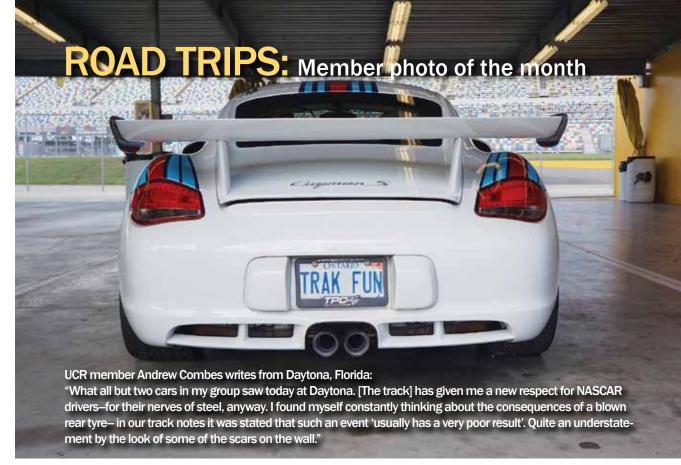
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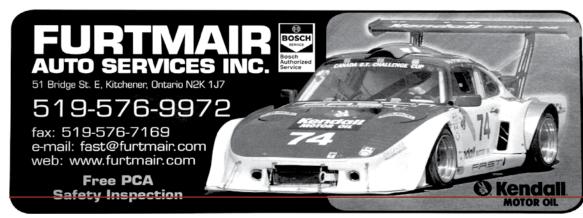
JANUARY 2014

The Journal of Upper Canada Region











An evening of celebration

The 2013 awards banquet



By Kathleen Wong, UCR Socials Co-Chair

he 2013 UCR Awards Banquet was held at Riviera Parque (Vaughan, Ontario) on Saturday, November 23, 2013. We had an attendance of almost 90 people at the banquet. John and Rosemary Adam did an amazing job organizing the banquet and putting together a menu, which offered a multi-course dinner with wine pairings.

The evening started off with members mingling near a colourful martini station, and checking out the brand new 2014 911 Turbo S in the foyer (courtesy of Porsche Cars Canada). A beautiful slide show by Michael Coates,

our UCR photographer, was shown in the banquet room throughout the evening.

The banquet began with opening remarks by Walter Murray, UCR President. Walter thanked all volunteers for the record participation at almost every single UCR event in 2013. The two most heart-warming events of the year were acknowledged at the banquet:

1. The Driven to Smile day provided rides for physically challenged children at Canadian Tire Motorsport Park (CTMP) in June 2013. This event was organized by Jill Clements-Baartman and UCR director Del Bruce.

2. The Hearth Place for Cancer Support in Durham provided rides for young children with cancer at CTMP during three separate Saturday Driver Education events. The lunch-time rides were organized by Carolyn Hoar (volunteer and family support coordinator), Dave Osborne (the Chair of DE program) and David Forbes (Director).

We have received some special awards from Porsche Club of America. UCR had the largest absolute growth among the 140 PCA regions in 2012, and we are currently the third-largest region in PCA with 2,154 members (as of October 31, 2013) and almost 3,400 members, taking into account affiliated members. The significant growth in members was driven by Downtown Porsche, which gave a free PCA membership to all customers buying a Porsche from them.

Walter thanked the dealer principals and representatives for their great support of UCR. They are: Chris Plater and Clare

> Molina from Downtown Porsche; Dave Sambrook (General Manager) and Neela Sambrook from Pfaff Porsche; Francesco Policaro (Dealer Principal) and Hans Ulsrud (Director of Sales) from Porsche Centre Oakville.

After the first course of roasted red pepper soup (Amani Pinot Grigio), Walter presented certificates of appreciation to the following long-time



John and Albine Cook receive their 15th anniversary certificate of appreciation

UCR members:

- 15th anniversary: John and Albine Cook, Michael Pohlmann and Veronica Low, George Wong;
- 25th anniversary: Barry Whitnell; and
- 30th anniversary: John and Rosemary Adam.

Laurance Yap, Director of Marketing at Porsche Cars Canada, presented the Enthusiast of the Year award to Jill Clements-Bartmann, who organized Driven to Smile events during the last two years, in conjunction with the DE team.



Michael Pohlman and Veronica Low receive their 15th anniversary certificate of appreciation.



UCR President Walter Murray presents Barry Whitnell with his 25th anniversary certificate of appreciation.

After the second course of risotto and a trio of mushrooms (B&G Partager Merlot), Walter presented awards to both David Forbes and Horst Petermann, who are stepping

down as directors due to term limits. Walter thanked Isabel Starck, director and socials chair, who is stepping down to spend more time with her young family; and Kye Wankum, director of communications. Walter introduced two new directors for 2014: Kathleen Wong (Director and the Co-chair of social events) and Mick Oliveira (Director and Chair of the club race). Walter also acknowledged Dave Osborne for running

a fantastic DE program, and Ken Jensen for doing an outstanding job on membership retention.

Laurance Yap updated us on the latest Porsche news. One of the milestones included the opening of Porsche Centre Oakville, an independent Porsche dealership, in October 2013. Porsche launched its Macan compact SUV on November 20. Camp4, a three-day winter driving event at the Mecaglisse track in Quebec, is currently in its fourth year and the event is almost sold out.



George Wong accepts his 15th anniversary certificate of appreciation.



John and Rosemary Adam accept their 30th anniversary certificate of appreciation.

After the third course of giant grilled shrimp and filet mignon wrapped with hickory smoked bacon (Sensi Chianti DOCG), Sondra Radvanovsky gave an inspirational

speech about how she rose to be an acclaimed opera star. Sondra specializes in 19th-century Italian opera and her signature roles include Elvira in Ernani, Leonora in Il Trovatore, Elena in I Vespri Siciliani and Élisabeth in Don Carlos. Sondra and her husband, Duncan Lear, are UCR members and own a 1986 911 Turbo and a 2005 Cayenne. We appreciate Sondra taking time out of her hectic schedule to



award from Porsche Cars Canada's Laurence Yap

spend the evening with us; she travels over 260 days a year to sing at major opera houses around the world. At the end of her speech, Walter presented Sondra and Duncan with UCR signature caps.

The evening wrapped up with a delicious cherries jubilee flambé dessert (Balbinot Cuvee 'Prima Stella' Millesimo). John Adam gave a closing blessing prayer and wished everyone a safe drive home and a wonderful holiday season.

ω. **Ω**



Story and photos by Emily Atkins, Provinz Editor

n November 20, 2013 just around lunchtime, I found myself jammed into a crowd in a darkened, noisy room. Elbows in my back, cameras in front of me. Enthusiasts with glasses of champagne jostled with jaded veterans of the automotive press corps for the best position.

At last the music grew louder, the room dimmed, and as light beams and smoke played about the front of the room, a spectacular video held everyone's attention. The tease was brief, ending with a moment of darkness and a puff of smoke, out of which came the headlights of the brand new member of the Porsche family: the Macan.

The new compact SUV was launched at the LA Auto Show after great anticipation and plenty of hype. It may



A packed house at the launch.

sports car Macan revealed at

A Auto Show



even have been, as Porsche AG vice-president, communications, Hans-Gerd Bode put it: "The most anticipated new car in the industry."

Matthias Mueller, president and CEO of Porsche said the Macan is intended to make everything Porsche has learned over 60 years of history "available to whole new group of buyers".

But that's not all the auto maker had to do, Mueller said: "We had to prove to the purists that these new cars were Porsches...I am proud to lead a car maker with engineering principles so strong and clear and bright and uncorrupted that we have a vast purist fan base. Not many car makers do.

"My measure of success of the Cayenne and the Panamera isn't just the astonishing sales figures and the new owners they have brought to Porsche, but how many have been bought to share a garage space with an existing 911, or Boxster or Cayman, bought by those purists.

"Most importantly, we are the purists—all the people who designed and engineered this new car in Weissach, and those who will build it in Leipzig. We don't work for Porsche, we don't just drive Porsches, we live them and



The interior of the Macan S. Controls on the wheel appear to be uniquely configured, apparenty following the 918's design, and the car has a double cupholder.



breathe them and we don't put that badge and Ferdinand Porsche's name on a car unless it's not just a great car, but a great Porsche.

"I have driven countless prototypes, and there is no question in my mind, make that no question in my heart, that the Macan is a great Porsche."

Porsche has positioned the Macan as the sports car of the compact SUV segment, effectively laying claim to a space that has not previously existed. According to the launch hype, "nothing in the compact SUV segment will match



The rear hatch is deep and well-provisioned with cargo securement fittings.



A panoramic roof is just visible up top, while the rear window slants steeply forwards.

the Macan in the precision and stability of its handling or the performance of its engines."

Our Tech Session this month (see page 12) compares the Macan to the Cayenne—on paper at least. Once it arrives in Canada, Provinz will arrange a test drive and let readers know our impressions from the road.



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JANUARY 2014 18 Drovinz The Journal of Upper Canada Region



Story and photos by Emily Atkins, Provinz Editor

ally cars have crummy headlights. Driving from the service area to the beginning of the shakedown stage it felt like we had two nightlight bulbs strapped to the front bumper. The road was little more than a dim concept in front of us, with maybe 10 feet of visibility. I mentioned this to my driver, Ian Crerar (Provinz readers will remember him as the owner of Clearwater Designs Canoes & Kayaks and the 911 we raced in the Indian Summer Enduro) and with the flick of his finger the forest in front of us lit up like an operating theatre. While not strictly kosher on the open road, those lights are sure sweet in a dark November night. Every pebble, rut and corner are illuminated in stark white.



I'm strapped into the co-driver's seat of Ian's Mitsubishi EVO VI, wearing a helmet borrowed from the real codriver, James Drake. I'm bouncing around because the harness is too big. The helmet's too big as well. Every bump and acceleration sends my head into the back of the helmet, then the helmet hits the Hans device and the whole thing smacks into the racing seat's headrest. "Shakedown" ride could not be a more apropos description.

Not to mention that Ian's car is misbehaving tonight. It's the evening before the Rally of the Tall Pines starts, November 29, 2013 in Bancroft, Ontario. The teams have spent the whole day driving the stages and refining the pace notes

the co-driver reads out to give the driver advance notice of where the road is going. The rally cars are not allowed out on the stages for this exercise, so when things got started up for the shakedowns, the cars had essentially come straight off the trailer.



Left; all in one piece at the beginning. Above; not so much at the end.

On their first trip around the short shakedown stage (2.85km) Ian and James came back to the service area on tow. The car had mysteriously died. At first a fuse was blamed, but when the car continued to buck and miss under acceleration it became clear something else was up.

My ride was to be next so I loitered around in my firesuit, trying to stay warm, but out of the way of the somewhat chaotic operations. Temps were dropping and there was snow on the ground. Teams work on the cars outdoors, without lifts, throughout the rally. There's nobody tougher in motorsports than rally mechanics. Drew Cameron, who

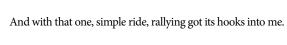


works on Ian's cars, is a perfect example. Doesn't seem to complain, works tirelessly in crappy conditions. He must have antifreeze instead of blood.

Finally they find some debris in the fuel. It gets cleaned out... maybe that will work. I'm loaded into the car (getting into a race car through the cage is tough enough—try it in big Sorel boots, in the dark). We head out and before we even hit the main road it's evident the car's still not happy. Every time Ian puts his foot down, the car bucks like a horse with a burr under its saddle. It just won't accelerate; max speed seems to be about 70kmh. We decide to run the stage anyway, since we're here and I came to find out what rallying is all about.

Even with the car misbehaving, I can see the appeal. Whipping through the dark night with alien-spaceship-bright lights pointing the way for a hyper, turbocharged car, deliberately sliding through corners and jumping on the bumps—it's fast. Potential danger lurks at every dark corner. It's the simple exhilaration of car and human pushing their limits

together, in a less-controlled environment than the track.



For the spectator, a little work reaps vast rewards. Hiking through the woods at -20C to find the spot where the cars jump, or spray snow and gravel as they slide through a turn, or where they are most likely to come off the road, is worth every second of work to get there. Every minute or so another car comes flying past, and in an hour you move on the next good viewing place.

The rally race lasts all day and into the evening, with recce the day before. Cars and drivers cover hundreds of kilometres, divided into timed stages of varying length. The cars all have to be street-legal as well as fully caged and prepped for the abuse of sliding, jumping and sometimes hitting the ditch. While the stage roads are closed, competitor cars must transit between the timed stages over the public roads. Every few stages there's a service period where repairs are made, back at the base.



The service area is a just-kicked anthill to the uninitiated. Cars come and go, volunteers run about with paperwork. When a car comes back damaged or with a mechanical issue, crowds form to watch the mechanics—and sometimes the drivers—try to get them back on the road, usually in the less-than-30-minute allotted service time. And overnight, before the race starts, generators are running and lights are on everywhere as cars are tweaked and the days' emergency repairs are solidified.

The conditions can be brutal. Saturday morning it was -22C. Gravel tires disintegrate in the cold, giving up huge chunks of tread. Batteries die, lights fail, windows frost over and feet

> freeze. But not every year is this bad. Sometimes its muddy.

The rally is magnificent to watch, it's a carefully orchestrated logistical tour de force, that runs like clockwork, thanks to the efforts of more than 100 volunteers. It's got thrills, chills and spills, cool cars, slightly loony competitors and a



carnival atmosphere.

As for Ian Crerar, James Drake and the Evo VI? By Saturday morning, the car was running fast enough that the team missed a corner and put it in a ditch during a morning stage. But they got yanked out and continued on—minus the rear bumper. Sadly, their shifter broke later in the day, leaving them to finish a stage in third gear and retire from the race. But it seems that's what rallying is about. In the final hours of the race this year, the leaders of the race were eliminated by various mechanical issues, leaving the team with the best endurance on the top of the podium.



Tall Pines at a Glance

What: Performance rally race, final event in the annual Canadian Rally Championship (www.carsrally.ca)

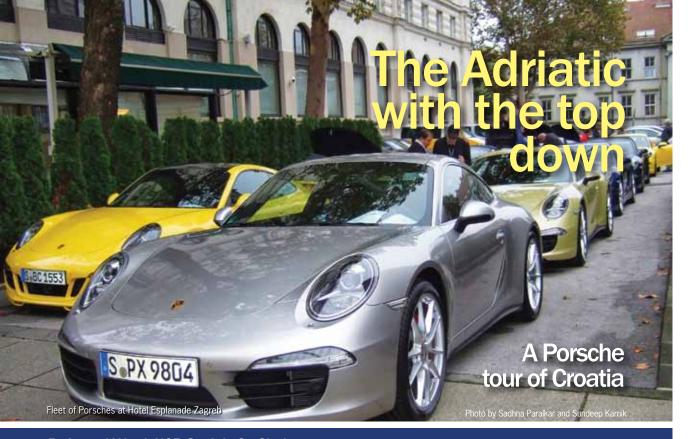
When: November 29-30, 2013. November 28-29, 2014.

Where: Bancroft, Ontario

Links: Check out the CRC link above, or the Tall Pines site at www.tallpinesrally.com, or Rally Sport Ontario: www.rallysport.on.ca/

Tip: If you plan to go, book a room early!

provinz



By Laurel Ward, UCR Socials Co-Chair

had visions of driving the winding roads of the Adriatic with the top down and the wind blowing through my hair. My neighbours, who are Croatian, have said to me over the years that I must see Croatia and the steep cliffs and azure blue waters of the Adriatic. The most beautiful in the world, they raved.

Well, I have just finished a Porsche Travel Club driving holiday of Croatia with UCR track buddies, Sidney Kremer and John Walenta, as well as my university roommate, Shelley Ostep. Croatia is a magical place and just what I savor: undeveloped, off the beaten track, not commercialized, and with absolutely lovely vistas, whether of the Adriatic or the interior mountainous regions. And driving the narrow, twisty forest-lined roads and curvaceous coastline cliffs of the Adriatic in brand new Porsches was an exceptional treat.

We all met in Zagreb. The tour included 18 people from around the world, including Australia, Hong Kong and United States, along with our Canadian UCR contingent. And we had a fleet of brand new Porsches including the C4S, Cayman S, C2S and Boxster S awaiting our arrival. I had spe-

cifically requested a 911 cabriolet, preferably red. I squealed with delight when I saw our silver C4S Cab with red top and red interior and our name in it. Over the week, I tried every Porsche model and loved them all. Of course, they all drove so differently, but the new Cayman S had fantastic maneuvering capability and was so much fun to throw around the twisty corners. The C4S was exceptional on the mountainous roads and handled elevation changes with rhythm and speed. The C2S was a group favourite—a lively sprite.





And in proper Porsche style, the driving was the highlight. We experienced tight corners, mountain passes, hairpin turns, narrow roads through countryside villages and the curvy roads and fjords of the Adriatic coast. None of that boring highway stuff. Kudos to our tour guides, Jorg Bauerle and Michael Durr from Stuttgart, for scoping out perfect routes and showing us a wonderful time for this first ever Porsche Tour of Croatia.





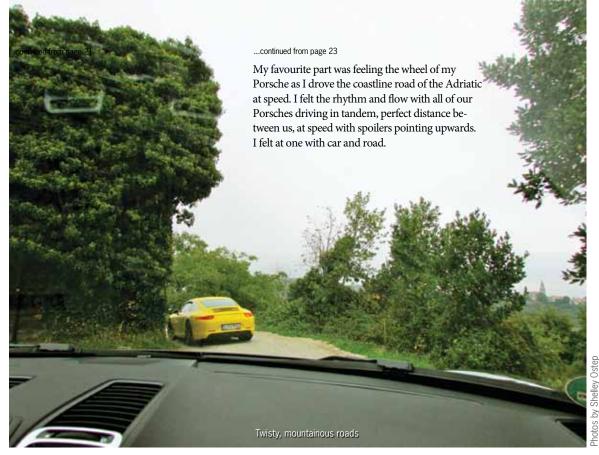


We toured the Istrian Peninsula, which is the northwestern part of Croatia, bordering Slovenia, and close to Italy. The hotels exuded luxury and the meals were long and sumptuous. Being the height of truffle season, we savoured white and black truffles in many dishes including truffle ice cream. We visited Opatija, also known as the Riveria of Croatia and Rovinj, where we were whisked off by ferry to an island for a luxurious dinner of locally caught fish and seafood.

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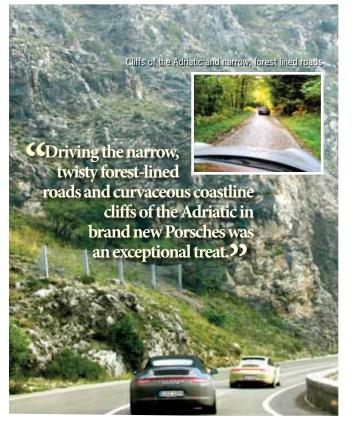


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I enjoyed the camaraderie of our group. We mingled and got to know each other over leisurely meals. We shared stories of our favourite roads, cars and towns and our lives back home. This was a well-versed group, all with Porsches at home, so the talk of Porsche was everywhere. I feel that I have many new friends to visit and I hope they will visit me too.

The trip ended with a run back to Zagreb, partly cloudy, partly sunny, top down and wind blowing through my hair in my Cab with the red interior, smiling silently as I saw the gauge touch 175. Shelley and I were teased by one of the couples on the trip, saying that they always had a "Thelma and Louise" on a driving tour. This Thelma and Louise trip ended well.



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IMS Anxiety The sky is not falling

By Robert Moniz, UCR Treasurer

lot has been written about the Intermediate Shaft (IMS) bearing issue facing the M96/M97 engine. The negative press found online, and in various car magazines is definitely creating fear, uncertainty and doubt among owners of Boxsters, 911s (non-GT3 or Turbo), between model years 1999 and 2008. First generation Caymans also used an IMS bearing. I'd like to share what I learned when I decided to inspect my 911 C2S (997.1).

My situation, along with anyone else who owns a model year 2006 to 2008, seemed especially frustrating. During this period, Porsche decided to use a bearing with a diameter so large that it cannot be removed from the engine without dismantling the block. Going in, I knew if the bearing was damaged, I'd be facing a long battle in the off-season trying to claim the repair (engine rebuild) under the class action settlement in the US. More on that later. For the previous model years 1999 to 2005.5, the bearing can be removed and replaced with a similar OEM part or an improved higher-performance ceramic bearing.

In evaluating my options, I settled on the following two: Take my chances, and put faith in the fact that very few 997 models have experienced a failed bearing, or use this as an opportunity to drop the transmission, inspect the IMS bearing along with the clutch, flywheel, and rear main seal (RMS) all at the same time. Given my car is tracked almost exclusively, I decided to perform the preventative maintenance. Mechanical peace of mind is very important when you're exploring limits, lap after lap at the track.

A direct oil feed (DOF) solution from Pedro's garage in south Florida has been discussed in previous issues of *Provinz*. Pedro is a great source of technical information for our members, but personally I wasn't convinced that tapping into the engine's oil system is something I wanted to do. Especially, when after speaking to Pedro, he informed me they're working on second generation DOF to address issues with the original design. Instead, my goal was to gain access to the bearing, remove the black plastic seal, and inspect the health of the unit. If all is well, the seal would not be replaced, allowing oil to lubricate the carrier and bearing.

I ran the this suggestion by my mechanic, Zoran, owner and operator of Zorotech in Stoney Creek, and he concurred. Zoran has replaced many IMS bearings over the last few years. His observations support the general consensus

that infrequently driven cars that sit unused with poorly maintained fluids suffer the highest failures. Zoran recently acquired a 911 (996) with roughly 200,000 km on the odometer. Upon inspecting its IMS bearing, it appeared brand new (image below). Being a 996, Zoran had the ability to replace



An IMS bearing from a 996

the bearing, which he did with an improved ceramic version. For those unfamiliar with ceramic vs. steel bearings, here are some key benefits:

- 1. They last 10 to 50 times longer than steel.
- 2. They require less lubrication.
- 3. They are corrosion-resistant.
- 4. They withstand heat better than steel.
- 5. They do not conduct and are not susceptible to magnetism.

For more background on ceramic bearings, author Rainy Ling has a great article which can be found at EzineArticles. com/4880482.

It baffles me why Porsche decided to use a bearing in the 2006 to 2008 models that can't be replaced without tearing the engine completely apart. For a car that's been combed over and improved upon for over 50 years, this seems short-sighted.

I was pretty anxious on the day of the scheduled service. Was my car sick? Why didn't I buy that GT3 when I had the chance? Who knew the 996 was easier to maintain? Before emotions got the better of me, I decided to focus on the positive aspects of deciding to do something about it and not ignoring the potential issue.

When I arrived at the shop, Zoran had already removed some of the parts around the engine and transmission. The cover was off the oil pan, and I was amazed at the condition of the oil

compartment. Everything looked brand new! It wasn't long before the transmission was removed, along with the clutch assembly. All of these, including the flywheel were neatly presented on the workbench for inspection.

With 75,000 km, the clutch showed less than 30 percent wear. I bought the car from fellow members Horst and Marie Petermann. It pays to buy a car from someone you know, especially a fellow enthusiast. The pressure plate, and flywheel were in great shape as well.

Now came the moment of truth. I could see the dreaded IMS flange cover. Its image burned in my memory from the countless hours of surfing the internet. Sure enough, oil was seeping from its bottom edge. I took comfort in the fact that within the 10,000 km that I've owned the car, the oil has been changed 4 or 5 times. Therefore, I knew that bearing wasn't sitting in rancid (acidic) oil. Knowing Horst and Marie keep their cars meticulously maintained at Mantis in Oakville, I also felt pretty good about the mileage during their ownership.

Within minutes the flange was removed, and we could perform our first test on the bearing—wiggling the small shaft in the centre. Would you believe it felt brand new? Zoran pulled a couple bearings from his inventory to compare the feel. They felt identical to the one that's trapped in my engine block.

The remaining step during the inspection, was to remove the black plastic cover sealing the bearing. It should be noted that removing this cover is not an official recommendation by Porsche. However, the physics support removing this barrier to allow [clean] oil to lubricate the bearing. Besides, seeing oil seeping from the bearing tells me whatever grease used to be packed in there is long gone.



Zoran removing bearing cap

With extreme care and precision, Zoran used what looked like dental tools to remove the seal. Once removed, the last milestone of relief was felt. No corrosion. Nothing but smooth spinning parts in a film of oil. All that anxiety was now put to rest. This car has a long and happy life ahead of it. High-fives all around!

A quick discussion ensued and we decided to replace the rear main seal (RMS) and clutch plate while we had everything apart. Even though the clutch plate was slightly worn, I decided to order a new one because there's no foreseeable reason to drop the transmission again within the next 100,000 km. The RMS seemed fine, but for \$20, it seemed like a no brainer to replace it. The pictures below compare the encased IMS bearing in a 2006 911S with its outer seal, and with it removed.



Bearing is OK, Zoran gives the thumbs up



MS bearing with seal and (below) without



Here's a breakdown of the costs incurred:

IMS Flange Gasket \$20Clutch Plate \$300 (optional)

• RMS \$20 (optional) • Labour \$534 (6 hours)

Peace of Mind Priceless!

Given the financial and sentimental value our objects of desire engender, the minimum outlay of \$554 is a small price to pay. Many members pay more than that for a couple oil changes at their dealership of choice. Obviously, prices will vary based on different shops and vehicle situations.

There is an alternative to dropping the transmission to inspect the bearing. Since the IMS's purpose is to drive the shaft chains, a diagnostic test can be performed to measure variances (if any) between the cam shafts's timing. A healthy reading would show no difference between the cams. If a difference occurs, then more inspection will be required. This could also be due to another ticking time bomb; the cam chain guides.

The Journal of Upper Canada Region

continued on page 28..

Continued on page 20...

...continued from page 27

courtesy of ECS Parts

I find it interesting that in all the material I came across, I've yet to find mention of another key component in the cam shaft timing system—the chain guides. As the IMS turns the chains that spin the cam shafts, the chains ride on a plastic runner. Given the chain is metal, and guide is not (plastic), friction due to old rancid takes its toll over time. The image on the left below shows what a new guide looks like; on the right is one with roughly 150,000 km on it. This is an example of a neglected engine. The [dirty] chain chewed right through the guide. Cars affected by this plastic guide system are model years 1998 to 2002 (3.4L).

I'd be remiss if I didn't mention another important service item which is often overlooked, the air oil separator. I'm sure many of you have seen puffs of dark smoke leaving the car ahead of you when they step on the throttle. That's due

to oil in the combustion chamber. Dirty oil wears down the membrane in the air-oil separator, resulting in oil going where it shouldn't. So there's a common theme here. Change your oil often. It's very cheap insurance.

Fortunately, my situation didn't end up in a claim with Porsche Cars Canada. I'm not sure how that would have turned out because the class action settlement in the US is currently limited to US customers. Porsche Cars Canada is handling claims on a case-by-case basis. The US settlement also has the following restrictions:

- Only model years 1999 to 2005 are covered.
- Age of car limited to 10 years.
- Non certified pre-owned cars are limited in coverage.
- Coverage also prorated based on mileage.





bers have cars with M96/ M97 engines. For those who haven't addressed the issue, do yourself a favour, and change your oil while you contemplate your next steps.

At the time of writing, 35

percent of UCR's mem-

New chain guide

Worn chain guide from dirty oil



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THE PORSCHE-PHINE

Jill Clements-**Baartman**

n 2011 I was introduced to UCR during Porsche-Platz 2011 at CTMP (Mosport). I went as Steven Revoy's Associate Member after he bought his '08 Cayenne S. To say that I was nervous and intimidated was an understatement. I had no idea what to expect from a "bunch of Porsche owners". I was, however, made to feel so welcome that I quickly forgot my nervousness and was kibitzing with everyone.

My next UCR event was the 35th Anniversary Gala. It was a wonderful evening. The story of Aaron Prevost and Rick Bye absolutely moved me. I remember thinking to myself—"WOW! These folks really get

people with special needs... Gee, I wonder if they would be interested in hosting an event?"

I latched onto Mario Marrello, the Club's President at the time. He introduced me to David Forbes, who picked up the ball and ran with it. David enlisted the enthusiasm of Del Bruce, Dave Osborne and Stephen Goodbody. Then with Walter

Murray's support, UCR Driven 2 Smile was born. On June 8th, 2012 the inaugural UCR Driven 2 Smile -Family Fun Day was held, providing rides around Mosport.

In the background at this point was the thought that I'd better get a P-car of my own to keep up with my car guy, Steve, who was on the hunt for a track car. Well, as luck would have it, Steve is 6' 4" and could not fit into the '88 924 he was considering. I happily scooped it up and became an official member of PCA-UCR. While I was nervous about going to Porsche Platz, I was shaking in my runners while preparing for the Introductory Driving School (IDS) in March, 2012. I attended five Driver Education (DE) weekends at the new and improving Canadian Tire Motorsport Park in 2012. What a learning curve.

In September, I was able to find a well maintained 2001 911. It had a sun roof for good days and a bit of a backseat for my kids, if I were to allow them the privilege of riding in my new P-car. The silver-grey 996 is a stock 3.4L 6-speed with 300hp.

2014 promises to be an exciting, well-rounded year because of the opportunities UCR offers our

> members. Driven 2 Smile is the highlight of my year—seeing so many special people smile from ear to ear as they cross the finished line. And last, but not least, I am hoping to resurrect my 924 to participate in some Autocross experiences.

So why do I love my P-cars? Because of all of the wonderful people that they have intro-

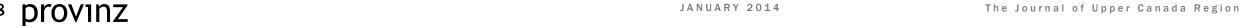
duced me to and the tremendous experiences they have carried me through. I can't wait to see what is around the next corner in 2014!



Join in our member profile page!

Provinz welcomes Stewart McKinney as the new Porsche-Philes editor. If you'd like to be profiled or know a worthy subject, please get in touch: stewmckinneyca@yahoo.ca





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OBJECTS OF DESIRE



Provinz Editor

Slippery city shoes



Photo by Will Chiu

t's minus 10, the sun is shining and the little tomato-red car is flying down the snow-packed road. A fine, glistening spray kicks up from the wheels as it shimmies around corners. The tires spin a bit, biting for grip going up the hills. The limits of traction have been passed a couple times so far, but the car stays on the winding, bumpy road, if not always going exactly straight.

I'm having far too much fun driving the Ford Fiesta ST press car over the stage roads at the Rally of the Tall Pines on a cold, snowy November afternoon. While the rally racers are out checking their pace notes for tomorrow's race (see the full story on page 20), the roads are open for anyone who wants to take a run at them. I decide the Fiesta, which is a perfect rally car, albeit of the two-wheel drive kind—needs to take me on a tour. Rally 101, without a guide. None of this co-driver stuff for me—I'd rather be surprised by the hairpin turn going down a steep hill. Where's the fun in knowing what's coming?

But seriously, it was research, both into the rally and the capabilities of the Fiesta. This petite pocket rocket is powered—quite impressively—by a 1.6L 4-cylinder Turbo engine that makes 197hp and 202ft/ lb of torque. It's got a six-speed manual gearbox, and weighing in at only 1,234kg, it will emphatically GO when you hit the gas, no matter what gear you are in.

It's an exhilarating ride. This little car goes like crazy, and if you're not careful you'll have the fuzz on your tail as I did after my back-road adventure. Without realizing it, I had let the speedo creep up too far as I drove on the pavement back to rally HQ. A sharpeyed OPP officer spotted me and pulled a U-turn to chase me down. He settled in behind me—now I was doing the limit—for a good five minutes, no doubt

admiring the car's fetching looks from the rear. With press cars you don't know what the cops will find when they run your plate, so I was holding my breath until he finally turned off the main road, metres before I made the turn into rally HQ. I like to think it was because this car has so much rally cred that he left me alone, not wanting to alienate the openwalleted rally crowd with a pointless ticket.

The Fiesta handles beautifully, and has a flawless transmission. Shifts are crisp and quick, and the car went precisely where I wanted it to every time. It did present me with a challenge, however. All this power and precision was mated to the road with a set of very fine Bridgestone Potenza summer performance tires. It was minus 10C on Friday, minus 22C on Saturday morning. I might as well have been driving on bricks, for all the grip the rubber provided at those temps. Not to say a word about the tread depth and pattern.

The slithering, sliding and sideways certainly slowed me down some, but it made the back-road experience all the more joyful. Once I figured out the limits of traction it was all fun and games, swoop and holler, heart-pounding, palm-sweating concentration and anticipation (except for the one hill that needed three tries to get up). I even earned a pass from one of the rally recce vehicles on a stage road—they were trying to work out their notes, while I was blissed out, just carving the turns. I don't think they appreciated the lunatic tailgating them through the woods.

As much as my ride-along later that evening fuelled my rally lust, the Fiesta on summer slicks was the gateway drug. There's no going back now; it's just a matter of figuring out how to take the dalliance and turn it into a long-term romance.

TRACK



Dave Osborne UCR Track Chair



inter is here. It's not that I just noticed, it's that I've just read a CNN article about a killer snowstorm that moved through the south west US. All of the fatalities were deemed weather-related by the media, who would hype an afternoon nap, if they could figure out how. The facts clearly show that all the incidents (not accidents) were caused by people driving like idiots on ice in a snowstorm. There is such a thing as natural selection. Nature wants some of them out of the gene pool but we keep trying to rescue them.

Winter driving is not hard. It's not a challenge and in this country, where we have all the equipment, it's pretty darn simple. We have, on average, six to 10 days per winter that driving involves some extra care. The simplified travel test is; will the world end if you don't go? If it costs an extra buck to return a video or game a day later who cares? If you have to change the dinner recipe, because you're out of Gouda, will you starve to death? Will you turn into a fat blimp and die of coronary disease if you miss Pilates one time? The answer is almost always "no". In most cases you don't have to go, so you shouldn't. Throw a log on the fire, light some candles gather the family around and act as if you like them. You will all live to annoy each other another day.

If you absolutely have to go somewhere (and you don't) then go slow. We drive with a series of habits. It's the way you always do it. That's why our Driver Education Program is so important. You have to learn to drive well all the time or you won't. No matter how much of a hurry I'm not in, I still speed. The speed limit is artificially low and nothing would kill me faster than the boredom of obeying it. However I do slow down when it's slippery. I always do a brake test before I leave my side street so I know how much

traction I actually have. Approaching the trunk of the car ahead is not the time to find out. You should also stick to main streets, even if you have to go a couple of blocks out of your way. Main streets are always salted and cleaned first, so you're a lot more likely find bare asphalt. You also have controlled intersections and are less likely to meet someone who didn't perform a traction test.

Knowing your car, your traction and your abilities will go a long way toward making you a safe winter driver. The main thing, though, is to know your limitations. If you're scared or tense and don't really want to be there, you shouldn't be. Don't drive down the middle of the 401 with your four-ways on at 20 kilometres per hour and think you're doing anyone a favor. You're giving me a headache and I really don't want to be in your parade. I heard a great explanation of some winter driving terms the other day. Under Steer is when you crash the front into a tree and Over Steer is when you crash the back into a tree. Drive safely this winter and when it's crappy out, don't drive. Your insurance company will love you, and you will live long enough to be a burden on vour children.

We had our Track Team Planning Meeting and Pizza Fest about a month ago, where your Track Team gets to solidify the next season's schedule, budget, improvements and operations.

I'm sure you're aware by now that we are having our August IDS and DE at the entirely new facility at Mosport (CTMP) where the old Driver Development and Oval Course used to be. That event is listed on the 2014 Registration Site, so if you want to drive on a brand new race track, make sure you sign up early. I think that one might fill up fast.

One of the things we discussed was how to get registrants to pay attention to the routine processes that get us on the track quickly and efficiently. None of it is rocket science and we've done things the same way for decades. Yet from time to time enough people are unprepared that the whole process slows to a crawl and we end up late. Late for Tech Line, late for the mandatory Safety Meeting and then everyone is put under undue pressure to catch up. I know the urge to stop reading is great, but try and make your way through this. It might be you who's holding everything up.

You could start by waking up early enough to get to the track on time. If the volunteers who operate Registration can get there before 7am, then you can get there shortly after. They have 150 people to process in an hour, so 50 of you can't show up at 7:55. Make sure you sign the waiver, have your license and membership card in hand, take your envelope and head on in. You still have lots to do in the next hour. The Registrars are also Instructors and Drivers and need time to go to Tech and get ready too. Registration closes at 8am, sharp. If you've missed it, get your car Tech'd and go to the Safety Meeting at 8:25. We'll help you after the Meeting. Most people manage to follow the procedure so far, but something happens next that boggles the mind. People just drive into the Tech Line and slow everything down.

The first thing you should do when you get into the track is find a place to park and unload your car. Your car can't pass Tech with a tent and your luggage in it. Every loose article

Time Tested

should be removed, your car's (6-inch contrasting coloured) numbers installed, your wrist band put on, your current helmet placed on the passenger seat and your Tech Form completely filled out and signed. Now you can get through Tech Line. Please keep in mind that 150 cars have to go through Tech in 75 minutes. So if they spend more than two minutes with each car, you're holding up the line. Hold the brakes on while they check your wheel torque. Then they can see your brake lights. Hand them the completed and signed Tech Form and produce your helmet for inspection. Since Tech Line closes at 8:15 and the Tech Line volunteers also have to be at the Safety Meeting, if you're late, your car won't be inspected until after the Safety Meeting.

For those of you who didn't show up at the last minute, none of these requirements are rushed and the whole thing took less than 30 minutes. You're have a pleasant experience, our process works well and now you have time to grab a complimentary coffee and donut before you head up to the mandatory Safety (Driver's) Meeting. You're a pro. You've done everything we are required to do to satisfy our Insurers and you made it look easy by being ready on time. You're not all sweaty and running around in circles, you have time to casually visit with friends. All of the volunteers who manage these events think you're a wonderful person, for making their jobs easy and rewarding. Yes, we all like you.

See you in the spring,

Dave



Because not everyone drives like you do.

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JANUARY 2014 The Journal of Upper Canada Region

THE STEERING COLUMN



Emily AtkinsProvinz Editor porschemily@rogers.com

Happy New Year, now what?

y now the keeners among you will have signed up for all the DE and driving events the club has to offer. And after that five minutes of excitement wore off, what next?

I decided to offer *Provinz* readers some driving-related ideas, both

active and sedentary to help pass the time until dry pavement. Please write me if you have others, I'll publish the best suggestions in the next issue.

- 1. Indoor go-karting. The Vintage Automobile Racing Association of Canada (VARAC) has invited any interested UCR members to join in its monthly indoor, electric go-karting challenge. Events will be the second Wednesday evening of the month, January through April, at Downsview Park in Toronto. \$60 per outing. Contact Del Bruce for details at delb@rogers.com.
- 2. Get out of town! Ice racing takes place all winter long in Minden, Ontario. There is a dedicated track there, and plenty of action on winter weekends. Check out http://www.casc. on.ca/category/divisions/ice-racing for details. The first event is January 18-19. You might see me there. Look for the Mazda Protégé 5.
- **3. Get out of town, part II.** Winter rallies. The first one is February 1, starting at Guelph Line and 401. This is a navigational rally. Rally Sport Ontario has the details at www.rallysport.on.ca.

- **4. Subscribe to automotive blogs and newsletters.** Google search for Hemmings Daily, Flat Sixes, or the Porsche AG Facebook page. UCR's Facebook page can be found at www.facebook.com/pcaucr.org. Jump on and "Like" us. We post regularly about goings on, cool videos, reviews etc.
- **5. The Canadian Motorsports Expo** comes to Toronto February 7, 8 and 9. www.canadianmotorsportsexpo.com
- **6.** The Canadian International Auto Show runs from February 14 to 23 at the Metro Convention Centre. www.autoshow.ca.
- **7. UCR's annual ski day** is on March 7 this year. We'll have more details in the February issue of *Provinz*, or contact organizer Don Lewtas at DLewtas@onex.com
- **8. April 4 to 6** is the **Toronto Spring Classic Car Auction** at the International Centre. www.collectorcarproductions.com
- **9. Don't forget UCR Socials.** First Tuesday of the month (except January) come get your fix of Porsche friends and car news. See Page 10 of *Provinz* or the website at www.pcaucr.org for details.

In closing, I'd like to thank another new volunteer who recently joined the *Provinz* team. Helping as proofreader is Michael Nazar, a new member of the club. Welcome, Michael, and thank you!

8

THE AIR BAG

Hi Emily.

Just received my monthly *Provinz* magazine and, as always, read it as if I am a child and the magazine is a gift under the Christmas tree... Absolutely love my monthly *Provinz* and thank you for all your hard work to continue to make it a success.

Rob Resnick

Emily,

Great cover photo! I looked right away to see who took it. Neat toy too.

Dan Proudfoot

Emily,

Coool Cover! Where is the story?

This little much used, loved, weathered toy must have a story!

Letters to the Editor

Please Share!

Cheers,

Doug Bradshaw

Editor's Note

About that cover—We inadvertently forgot to point readers to my "Objects of Desire" column on page 31 of the December 2013 issue.

Got something to say about *Provinz* or the club? Please write me at porschemily@rogers.com

PERIPHERAL VISION

y now, the new executive has completed its first round of plans for the 2014 season. There are members new to the group with fresh ideas and we look forward to a great year. Event chairs are now able to begin their detailed planning. Dates are in place for driver education, the club race and a variety of major events. One of the things that we do at this point is to book our favourite Cana-



John Adam UCR Historian

dian Tire Motorsport Park (Mosport) area B&B for the entire DE and club race season. Task completed. We had the brand new CTMP tower facility in operation since last May. We will now see the newly completed road course for the first time and drive it in August.

UCR's Club Race at CTMP will be in the summer. The Porsche Parade is in Monterey, California. In 2015, it will be in Indiana. We could be flying Southwest out of Buffalo and parking at the Best Western adjacent to BUF. The round trip airfare to San Jose, CA, on Southwest is about \$400 per person. Factor in the hotel plus parking in Buffalo and we get a total of around \$1,000 for two

people, including dinner in Buffalo. That is about equal to the price on American Airlines out of Toronto. We will be watching for a seat sale!

The United SportsCar (formerly ALMS) race and Porscheplatz at CTMP are July 12-13. The NASCAR Camping World Truck Series is coming back to CTMP and it has been confirmed for Labour Day Weekend. That should be another exciting spectacle.

In January, 1991, Clive Van Wert, a former UCR president, first reported suffering from The Twitch. It is a debilitating seasonal condition. Clive reported that you sit around the house reading Pano or *Provinz*. You play videos of driver education events. And then your eye starts to twitch. You walk through the house with a blank stare. The twitch starts again. The diagnosis is Track Withdrawal. But there is a cure coming up.

The Detroit Auto Show (January 18-26), the Rolex 24-hour race at Daytona (January 25-26), the new PCA Tech Tactics in February are upcoming events that will help with The Twitch. Planning for Parade registration can be another useful winter activity.







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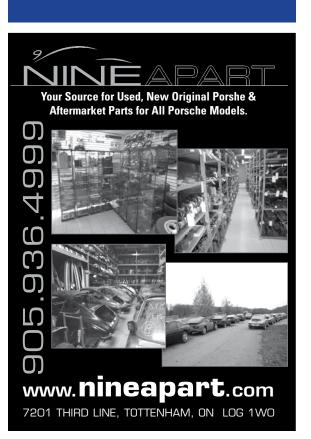


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