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

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







JULY 2014

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provinz

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www.facebook.com/pcaucr.org

Twitter: @PCAUCR

Vintage Racing at CTMP (Mosport) Photo by Brian Graham www.bgrahamphoto.ca/

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

APRIL			AUGUS	Т	
1	Tues	UCR Board Meeting	5	Tues	UCR Board Meeting
8	Tues	UCR Social	8-9-10	Fri-Sat-Sun	Solo Lapping at UCR Club Race
12	Sat	UCR Introductory Driving School, CTMP (New Facility)			(Signed-off groups) CTMP (Main Track)
19	Sat	UCR Introductory Driving School,	12	Tues	UCR Social
27	Sun	CTMP (New Facility) Launch into Spring, Open House 427 Auto Collision	15	Fri	UCR Introductory Driving School, CTMP (New Facility) and Solo Lapping (TBA)
MAY			16-17	Sat-Sun	UCR Driver Education, CTMP (New Facility)
3	Sat	Muskoka Spring Fun Run	24	Sun	UCR Autocross, Toronto Star,
6	Tues	UCR Board Meeting			Woodbridge
10, 11	Sat-Sun	UCR Driver Education, CTMP (Main Track)	24	Sun	Hearth Place Fun Run & Car Show
13	Tues	UCR Social	SEPTE	MBER	
31	Sat	Porsche of London Fun Run	2	Tues	UCR Board Meeting
			9	Tues	UCR Social
JUNE			13	Sat	Porsche of London Fun Run
1	Sun	UCR Autocross, Toronto Star,	14	Sun	UCR 2014 Concours
3	Tues	Woodbridge UCR Board Meeting	19	Fri	Braidan Tire "Wheels for Humanity" Charity Event & Solo Lapping
6	Fri	Driven 2 Smile Charity Event & Solo Lapping (Red & Black Groups)			(Signed-off groups) CTMP (Main Track)
7-8	Sat-Sun	CTMP (Main Track) UCR Driver Education,	20-21	Sat-Sun	UCR Driver Education, CTMP (Main Track)
7 0	Out Ouii	CTMP (Main Track)	27	Sat	Muskoka Fall Fun Run
10	Tues	UCR Social	28	Sun	Tire Rack Street Survival School, Powerade Centre, Brampton
14	Sat	Bear Manor Niagara Escarpment Poker Fun Run	OCTOBER		Towerade Ochtre, Brampton
15	Sun	Father's Day	3-4-5	Fri-Sat-Sun	Targa Prince Edward County
0.0	0	Yorkville Exotic Car Show, Toronto	4	Sat	Fun Run
22	Sun	Tire Rack Street Survival School, Seneca College Campus, Finch Ave. & Hwy 404	5	Sun	UCR Autocross, Toronto Star, Woodbridge
JULY		Tillell Ave. & Tiwy 404	7	Tues	UCR Board Meeting
5	Sat	Niagara Fun Run	11	Sat	UCR Rally
6	Sun	UCR Autocross, Toronto Star,	14	Tues	UCR Social
		Woodbridge	18-19	Sat-Sun	UCR Driver Education, CTMP (Main Track)
8	Tues	UCR Social	NOVEMBER		
12	Sat	UCR Rally	4	Tues	UCR Board Meeting
18-19-20	Fri-Sat-Sun	UCR Driver Education, CTMP (Main Track) with NNJR	11	Tues	UCR Social
26	Sat	Blue Mountains Rivers & Lakes	DECEMBER		
		Fun Run	2	Tues	UCR Board Meeting
			9	Tues	UCR Social

PRESIDENT'S FORUM

By Walter Murray, UCR President



fter a long brutal winter, I was looking forward to the start of our 2014 UCR events. As you may have read, Launch into Spring was a huge success, and our Spring Muskoka Fun Run was enjoyed by many. June brought us driving events, with the season's first Autocross, as well as the DE at Mosport.

I signed up for my first foray into Autocross. The venue for many years has been the Toronto Star parking lot off Weston Road, just south of the 407. I would like to acknowledge and thank the Toronto Star for their many years supporting our Autocross Program.

What a collection of cars! From all models of 911s, a Cayman R, 944s—including Turbos and even a Cayenne. One of the most beautiful 911s was Adrian McInerney's gleaming 1986. He is a regular at autocross and his detailing was superb. The car could have easily entered and won any concours event.

For the last several years, we have been very fortunate to have our Past President Mario Marrello organize the autocross program, and what a job he does! Ably aided by Geoff Sheffrin, the course was already laid out so it was time to do the course walk. Talk about sneaky; it was not just a straight line of cones—some near the end of the course were off-centre. It was the perfect set up for overzealous drivers to spin out, and some did! Fortunately, there is plenty of room. The finish requires entering an open box of cones—the stop box but make sure to stop just past the timer and don't knock down the two cones at the end or your run won't be scored. Inevitably, with the sound of screeching brakes, you'd witness someone knocking over the cones, but it was all in good fun.

There are no prizes at autocross, as Mario has set this up to be a competition against your own times. After learning how to navigate the cone course, I slowly brought my times down. I had to admire Andy DeRoos, whose 944 seemed to have radar as he set lower and lower times. It was all in good fun and such a great group of members, many of whom are regulars

at every event. My hat is off to Mario and Geoff for running a great program that any Porsche owner, with any model, would have fun trying. Thanks guys for all your great work.

My next driving event was the DE at Mosport. We were blessed with great weather and on the Friday we had our major charity ride day, "Driven to Smile", for those physically less fortunate. The Red and Black run group drivers provided a morning of fun at the track with an amazing 400 rides provided. Our thanks to all the drivers and helpers who made this event happen, and in particular Jill Clements-Baartman, who organizes the event, as well as Del Bruce, who sets up and runs all the driving activities. It was an incredible event and my congratulations to all for their amazing contribution.

Saturday again brought glorious weather and at lunch we ran our Rides for Kids with Cancer. This is an incredibly gratifying activity to be involved with and I felt honored to be able to drive these young folks with awesome attitudes, around the track. Hats off to those who make this happen; Carolyn Hoar from the Hearth Place Cancer Support, David Forbes starting this initiative and making it happen, Andy Hunt from our Goodie Store who generously contributes hats and shirts for participants. You should see the smiles on the young participants' faces when they get their Porsche hat.

One other individual I would like to recognize for his unselfish contribution to all these track events is Dave Osborne, our DE Chair for many years. Every track event I have gone to over the last several years has been quarterbacked by David and organized in an incredibly efficient manner. There he was, all weekend, running around in his own vehicle, as our track van decided not to run. That is true dedication and we are blessed to have a person of David's calibre organizing our events.

David on behalf of us all, our sincere thanks for all the great work you do!

Till next month, drive safely.

Walter Murray murray.dexta@gmail.com





JULY 2014

Welcome! NEW MEMBERS

Name	Location	Model	Thanks To
Yashin Aboobaker	Windsor	14-Cayenne	Porsche of London
Edward Aitchison	Stoney Creek	10-Cayman	
Peter Ballantine	Guelph	12-911	
Wuttisaron Bantsengjit	North York	14-Panamera	Downtown Porsche
Noel Barnett	Newmarket	14-911	Downtown Porsche
Christopher Bauer	Thornhill	12-Panamera	
Lawrence Bloomberg	Toronto	14-911 C4S	Downtown Porsche
Alan Bowbyes	Toronto	13-Boxster S	
Michael Bowley	Toronto	93-911 C2	Mantis Racing
Robert Brownlee	Newmarket	14-911	Downtown Porsche
Robert Buren	Oakville	13-Cayenne	
Ted Burnett	Toronto	14-911	Downtown Porsche
David James Cameron	Toronto	14-911	
Eddie Chan	Toronto	13-911	Downtown Porsche
Arjun Chelliah	Bowmanville	01-911	
Yizhen Chen	Toronto	14-Cayenne D	Downtown Porsche
Stephen Chesney	Thornhill	13-Panamera	
Peter Cook	Toronto	06-911	
Henk and Wendy De Vries	Cobourg	97-911	
Min Deng	Toronto	11-Cayenne	Downtown Porsche
Jim D'Orazio	Oakville	08-911	Mantis Racing
Paul Dumont	Terrebonne	12-911 S	
Ruxiang Fang	Markham	14-Cayenne	Downtown Porsche
Mark Fucic	Ancaster	03-911 T	
Stephane Gervais	Ottawa	83-911 SC	
Dave Gibson	Parry Sound	00-911 C4	
Ryan Good	Waterloo	12-Cayman R	
Ankush Gupta	Richmond Hill	11-Panamera	
Yanhua Huang	North York	13-Cayenne	Downtown Porsche
Charlie Hui	London	14-Cayenne	Porsche of London
Kenny Hum	Markham	08-911	
Syed Husain	North York	14-Cayenne	Downtown Porsche
Antonio Iuzzolino	Woodbridge	10-911	
Ali Tusavul Kamil	North York	14-911	Downtown Porsche
Michael Kirton	London	14-Cayenne	
Paul Kneale	Brantford	02-911	Ted McLeister
Slavko Krtenjaca	London	14-911	
Deborah Kwan	Newmarket	14-Cayman	Downtown Porsche
Donald Lang	Toronto	14-Cayenne	Downtown Porsche
Paul Larocque	Markham	14-Boxster	Downtown Porsche
Lorne Levy	Don Mills	11-Panamera	Daymatay Daymatay
Christine Longo	Mississauga	14-Cayman	Downtown Porsche
Bradley Luft	Scarborough	10-911	Downtown Porsche
Steven MacDonald	London	11-Cayenne	Porsche of London

Name	Location	Model	Thanks To
Mark & Nancy MacDonald	Oakville	12-Boxster	Downtown Porsche
J. Barry MacMillan	London	13-911	Porsche of London
Scott MacNicol	North York	14-Cayenne	Downtown Porsche
William Mak	Toronto	14-Cayman	Downtown Porsche
John McNeill	Burlington	02-Boxster	
Richard Metcalfe	Milton	99-911 C4	
Nola Nikols	Thornhill	07-Boxster	
Daniel Perossa	St. Catharines	06-Cayman S	
Greg Reckless	Toronto	13-911	
Vita Rizzuto	Toronto	11-911	
Ross Robertson	Toronto	14-Cayenne	Downtown Porsche
Marc Roy	Embrun	00-911	
Roman Rubinchik	Toronto	14-Cayenne	Porsche of London
Joe Ruggiero	Oakville	84-928 S	Mantis Racing
Mario & Patricia Scarcello	North York	85-911 SC	Mantis Racing
Ralph Schumann	Oakville	12-911 TS	Mantis Racing
Paul Semak	Mississauga	09-911	
Peng Shi	Mississauga	14-Cayenne	Downtown Porsche
Janice Stern	Toronto	14-Cayenne	Downtown Porsche
Brian Sullivan	Cobourg	06-Boxster	
Marcus Turcotte	Mississauga	14-Cayman	
Laird White	Toronto	88-911	
Brent Wichenko	Oakville	01-911 C4	
Jeffrey Woo	Toronto	13-Cayenne T	Downtown Porsche
Sean Woolf	Toronto	09-911 S	Downtown Porsche
Xiru Yang	Mississauga	13-Cayenne	Downtown Porsche
Kam Dung & Kwang Che Yip	Mississauga	14-Cayenne	Downtown Porsche
Joseph Zentil	Toronto	09-911	Downtown Porsche
Zhan Mei Zhao	London	14-Panamera	Porsche of London
Xianying Zong	Vaughan	14-Cayenne	Downtown Porsche
Elie Zrihen	Thornhill	14-Cayenne	Porsche of London

Congrats! ANNIVERSARIES

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

25 YEARS Greg Doff

 15_{YEARS}

Gary & Mary-Lou Downer Scott Gerard Ross Mountsteven 10 Gleyn & Krista Beatty Jason Figueiredo Mark Innes Graham & Margaret

Jardine
David Oswald
Bruno Vendittelli

5 YEARS

Ian Cairns
Trent Dilkie
Eileen Halupa
Paula Hayes
Ed Jarrett
David & Sue Rosebush
Richard Roth

Thomas Schmidt Dennis Sheehan Gretchen Tobin





Neil Young



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THE WAY WE WERE...

25 Years Ago

The Porsche-powered March 89P Indy car was featured on the cover and at the July Social at Downtown Fine Cars. The Rothmans-Porsche Turbo Cup series was running at Mosport. Parade was at Traverse City, Michigan, where the Adam family introduced the Porsche 944 Cabriolet to Americans—the same one now named Flitzer driven by Renate Weidner. The new 964 (Carrera 4) was introduced to Porschephiles at the University of Toronto by **Hermann Burst** from Weissach. Several Porsche notables attended, among the 300 guests. Alex Gandeski, Tenzin Gyalstan and **David Tennyson** were some of the new members. Howard Dexter had his debut as chief instructor. A DE day at Shannonville was \$65. A review of a car cleaning event indicated that the green Lawnboy, now in the hands of **Andy Wright**, was treated to a wax job by one of our sponsors. Jack Christie wrote an item about a test that Scott Goodyear did with Audi at Hockenheim.

20 Years Ago

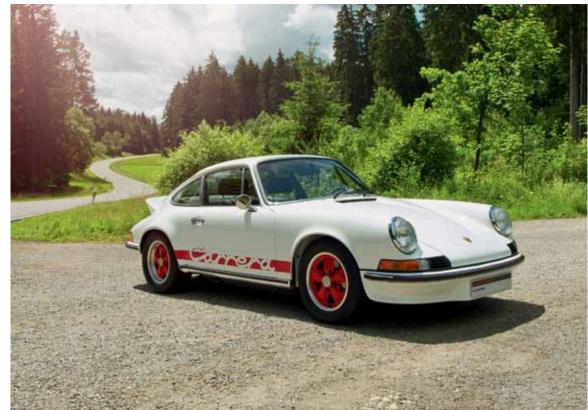
Parade was held at Lake Placid and the July Social was back at Downtown Fine Cars. Editor **Gaunt** wrote about tire air pressure while **Bruce Farrow** covered Classic Porsches as well as vintage racing. The first idea of a PCA race series was being introduced by **Randy Smith**. **Rupert Bramall** had a lengthy and humorous review of his trip to France.

15 Years Ago

Parade was at Mont Tremblant. Our third Club Race was coming up. Peter Buckland achieved 20 years membership. Ben Ciantar wrote at length about Ontario's Drive Clean program. Judy Meier wrapped up the Spring Blossom Tour organized by Helmut Brosz. The tour was great fun. The annual financial report by David Langton showed an excess of revenue over expenses. As well, *Provinz* was profitable when membership fees were factored in. When an event ran a negative net, the loss was below \$100. Erin Davis was to be our guest speaker at the Awards Banquet. Mike Acerra's band would provide the music.

Contributed by John Adam, UCR Historian





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SOCIAL EVENTS

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

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

Your Socials Co-Chairs, Laurel Ward, Kathleen Wong



Coming Events

Date: Tuesday, July 8, 2014 @ 6:30 pm - 9:00 pm

Venue: Mimico Cruising Club 416-252-7737 www.mimicocruisingclub.com

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

Speakers: Rick Bye and Jay Lloyds



Rick Bye is a 30-year veteran of professional motorsports and one of the most soughtafter high performance driving instructors in North America. Rick was twice Canadian Endurance Racing Championship in Porsches and he was also instrumental in establishing the Porsche Advanced Driving School. Rick is currently the President and Driving Coach of a racing team called Kidney Stone Racing – because they're hard to pass!

Jay Lloyds is a Porsche Classic Specialist and the owner of Jay Lloyds Klassix of Lloyds Autosports Inc. in Mississauga. 2014 is Jay's fortieth year working on Porsches. Jay special-

izes in engine building, chassis tuning and building special-order Porsche race cars. Jay will tell us about Steve McQueen's filming of "Le Mans" and the building of a Gulf Speedster (see picture below), a 36-month project that he started from scratch with a 1994 Speedster shell. Please RVSP to us at: socials@pcaucr.org and see you there!



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

Venue: Auto Storage Palace 416-661-6662 http://autostoragepalace.com/ 425 Alness Street (Dufferin Street & Finch Avenue West),

Toronto, Ontario M3J 2T8

Our August 2014 Social will be hosted by Auto Storage Palace, a premiere automotive storage facility opened in late 2013. This is a 33,000 sq. ft. facility with an indoor capacity of 140 cars. The facility is temperature

Gulf Speedster, photo courtesy of Henry Au

controlled and equipped with 24/7 video surveillance using a state of the art motion & security system. The concept is brought to Toronto by David Empringham, a Canadian professional race car driver and his partners. Zack Empringham, David's brother, is the general manager of the facility.

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

JUNE SOCIAL

Tiger, Tiger! June social at DFC roars with delight

By Laurel Ward, Director and UCR Socials Co-Chair Photos By Michael A. Coates, UCR Club Photographer

ur June 10th social event was hosted by Downtown Porsche on a beautiful summer evening. As soon as we entered the showroom, we were greeted by the latest Porsches - 911 Carrera 4S, Boxster, Cayman, Panamera S E-Hybrid, Cayenne S, Macan S and Macan Turbo!

The event began at 6:30pm with a warm welcome speech by Mrs. Helen Ching-Kircher, Dealer Principal, President and CEO of Downtown Porsche. Helen strives for perfection and under her leadership, Downtown Porsche received the prestigious "Premier" dealership designation – one of a handful in North America.

Following the welcome speech, Chris Plater (General Sales Manager) tested the Porsche knowledge of approximately 90 PCA-UCR members and guests with a trivia quiz. See quiz below if you want to test whether you are a Porschephile. The answers can be found at the end of this article.

- 1. What does the word Macan mean?
- 2. What year and where was the first Porsche's victory in North America?
- 3. What Porsche model was driven by Tom Cruise in the movie "Risky Business"?
- 4. What year was Downtown Porsche founded?
- 5. What was the last year the air-cooled 911 was

made?

- 6. How much horsepower does a 918 Spyder have?
- 7. What is the project code for the Porsche sports-prototype racing car for the use in the Le Mans Prototype 1-H (LMP1-H) category of the FIA World Endurance Championship?

Chris kindly handed out prizes to those who got the right answers to the quiz. Walter Murray, the President of PCA-UCR, also presented a free introductory driving school course (to be held on Friday August 15 at CTMP Driver Development Track, valued at \$295.00 and donated by our Track Chair Dave Osborne) to a lucky winner-Amanda Grujicic, who is the niece of Kevin Kurnik. To express our appreciation of Downtown Porsche's kind hospitality, Walter presented a bouquet of flowers to Helen.







Helen Ching-Kircher and Kathleen Wong



PCAUCR members and guests

At 7:00pm, we were all treated to a delicious BBO with German sausages, salads, fresh fruits and cold beverages. We sincerely thank Helen, her husband Dr. Peter Kircher, Chris and all our friends at Downtown Porsche for a perfect evening.

Answers to the trivia quiz above: 1) Tiger; 2) Le Mans in 1970; 3) Porsche 928; 4) 1977; 5) 1998; 6) 887 hp; 7) Project code is 919.

TECH SESSION

Sun Seeker: Fix your slow-moving cabriolet top

Story and photos by George O'Neill, UCR Tech Editor



abriolets are such a joy to drive. For those of you who own one, you know what I am talking about. Whether called a cab, cabrio, convertible, soft-top, rag-top, drop-top, roadster, or drop-head coupe, if you have never driven in one, seek out a friend and go for a spin. I think you will know right away if you like it. Sun-roofs are convenient, targa tops are cool, T-tops are passé (remember Burt Reynolds in the black Trans Am), but cabriolets are timeless.

Although the benefits of driving a cabrio are many, they come with added costs over a hard-top car. Let's face it, any car these days is a technological marvel, and adding a soft top that works at the touch of a button adds even more complexity, and the need for additional maintenance. As they say, "When the top goes down the price goes up."

For close to a decade I owned a 2002 996 Cabriolet, a car I thoroughly enjoyed. The soft top always worked, reliably going up and down whenever I requested, with the little red cabrio dash light staying solidly lit, as designed, when the top was in motion. That is until about two years ago, when the top started to operate a bit slower and on occasion the cabrio light would flash when the top was in operation. I learned this was an indication that something in the roof system was not working properly.

In my defence, I did not drive the car very much, perhaps driving only 500 km each year, so I really didn't notice the ever-slowing motion until one day, the top would not close completely. The dash light also blinked continuously when the button was pushed. Perhaps if I drove the car more frequently, I may have noticed a slowdown sooner. In any event, I finally started to pay attention one day when I really needed to close the roof as it was starting to rain. Luckily,

after pushing the roof open/close button a few times, cycling the top, it fully closed. I remember at the time thinking the malfunction must have been a fluke, and that perhaps the top sensors just needed to be reset.



When I took the car for its next drive several weeks later, it was clear there was still an issue. When I tried to open the roof, the dash light flashed and the top did not fully open with the rear top cover, the part painted the same colour as the outside of the car, stuck, about 3 inches above the fully seated position, as shown in the enclosed photo. The top could be fully closed just fine, but not fully opened. A problem since it was a beautiful warm day and I needed some sun! Again, as luck would have it, cycling the top back to the fully closed position a couple of times allowed the roof to fully open. I knew I now had to find the cause of the problem, and fix it. After some research I learned there are three typical causes that impact the proper operation of the cabrio top.

First, if the car is a few years old (my car earned a check mark in this case) the hydraulic fluid in the roof pump may need to be topped up. The level can go down as components wear and even perhaps leak a small amount at connections and seals. The roof pump is used to push hydraulic fluid under pressure to actuate cylinders which rotate about pins connected to specially shaped levers which push on the metal structure of the roof to open and close it. Being low on fluid causes the pump to work harder than required, and can even lead to a pump failure, an expensive and inconvenient outcome one should do their best to avoid. Refilling the hydraulic fluid is the typical fix, provided there are no excess leaks in the system.

The second likely cause of a slow moving top is when there is actually a significant leak in the hydraulic system, most likely in the actuator itself. There are two actuators in the car, one for each side of the roof, operating in unison. Luckily for me, my car did not suffer this problem. But if you need to replace an actuator, replace both at the same time. It's kind of like replacing the tires at the same time along any one axle. Typically this type of repair is most likely beyond the home mechanic, so seek out an experienced cabrio technician.

The third cause, and this is related specifically to when the top is being opened, is located on each side of the car. There are fabric covered trim pieces that move to cover holes that would otherwise be there when the top is fully opened. These pieces slide on vertical aluminum rails and over time, can stick. When they do not slide the full length, sensors stop the top from closing to avoid damage to the components - see the associated pictures showing the piece stuck, and properly fully closed. My car suffered from this issue. My car had two out of the three typical problems.

Follow the eight steps below to learn how to conduct the repairs I performed to my car. I believe anyone who is moderately mechanically inclined and interested in learning what makes their car's cabrio roof function can perform this work.



Step 1: First, you should confirm whether or not the hydraulic fluid is actually low, and if so top up the reservoir. In theory, it's no more complex to do than to top up your windshield washer fluid, but in practice a little harder to do. To start, open the cabrio top to the service posi-

tion. The service position has the roof open about half-way, so the metal cover behind the rear seats is fully extended over the back of the car enabling you to reach in under the rear window and lift the back of the convertible top. You will only be able to lift the top up about 8 inches, at which point short (about 10-inch long) metal cables (one on each side of the car) need to be released from their anchors. This is done by taking a small flat-head screwdriver and gently prying under the ball head on the top end of each cable connector and pushing it off the small metal ball that it is attached to. You may be able to do this just with your finger and thumb, without using a screwdriver. Remove the top end of both cables—just the ends attached to the convertible top, not the ends attached to the car body. Once these are released, you can lift the back of the convertible top up further (rotating it towards the front of the car) and lean it against the rest of the fabric top. Use a short rope or bungee cord to hold it up, as the weight of rear window will tend to want to close the top back down. Please reference the photo above.

Step 2: You will now be looking at the parcel shelf under the rear window, which is really a moulded carpet shaped specifically to fit this area. If you have never cleaned out this area before, take the time now to vacuum the carpet as you will be removing it and do not want debris to fall down into the area below where the roof hydraulic and electric components reside. After removing any debris, locate the four plastic fabric/carpet fasteners that hold the carpet to the rear bulkhead behind the seats. They are located along the top of the back of this bulkhead. Use an interior trim tool, or you can get by with a flat-head screwdriver if you are careful. Pry out the fasteners and put them aside to be reused when you re-assemble everything.



Step 3: Lift out the parcel shelf carpet. You will need to carefully pull the carpet out of channels along rubber gaskets and under metal edges as you go around the back shelf area of car. After working your way around this entire area, lift the carpet out. Set the carpet aside to be re-installed later.

Step 4: Under the carpet area you will now be able to see some of the important components associated with making the roof work. Fastened vertically to the bulkhead is a canister, in a raw metal-silver colour, about the size of a soda can. This is the hydraulic roof pump. In fact, what you want to do is check the fluid level in the plastic reservoir mounted below the pump. Shine a small light in this area to see the hydraulic fluid level, looking for the horizontal line around the reservoir indicating the full mark. If the fluid is below this level, you need to add fluid. Of course get the proper fluid for your model and year car by seeing your favourite Porsche parts

continued on page 15



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... continued from page 13



counter. You will also need a length of small diameter hose about 16 inches long, and a small plastic syringe, which you will attach to the hose and fill with hydraulic fluid, perhaps more than once (I had to fill mine three times). I went to the Home Depot to get the hose, and to the infant section at Shopper's Drug Mart for the syringe. These items are needed to control the amount of fluid when refilling, since the reservoir does not hold very much, and the re-fill hole is in an awkward location at the bottom of the pump. See the picture below for the setup I had.



Step 5: Using the correct sized 90 degree hex-key wrench, locate the middle screw near the bottom of the pump, put some paper towels under this area in case there is any spillage, and carefully remove the screw. I had a small pair of needle-nose pliers ready to grab the screw and washer, which are both very easy to drop. With the screw and washer removed, use your hose-syringe combo (giving you another chance to re-affirm why those high-school lab classes were so important) to re-fill the reservoir with hydraulic fluid. Go slow, and be careful not to overfill. Once topped up to the full line, replace the screw and washer (be patient as this can take some time to get the thread started, which you have to rely on doing with the hex key, unless you have very long and thin fingers). And do not over tighten the screw since the pump body is aluminium and it would be very easy to strip the threads. Just snug, not too tight.

Step 6: Ensure there is nothing located to interfere with the proper operation of the roof, and give it a trial closing and opening before putting everything back together. First re-attach the two cable ball ends that were unattached in Step 1. If your car's hydraulic fluid was low, you should see a marked improvement in speed with the top moving up and down.

Step 7: Un-attach the cable ball ends again and lift the back of the roof. Replace the rear shelf carpet, the four plastic fasteners, lower the back of the top down and reattach the cable ball ends, and you are done!

Now, if like my car, yours also has one or more sticking trim pieces as described previously as the third typical cause of a

slow cabrio roof, perform the following additional step.

Step 8: Open the roof to the position where the trim pieces are facing almost vertically upward (see picture, right) so you can see the aluminum sliders they are attached to. These sliders simply need to be lubricated. I used a white

spray-on grease that I bought at Canadian Tire, carefully applying the grease only to the top and bottom of the sliders. Be careful not to use too much, since when the top is fully closed, these trim pieces actually touch the face of the aluminum slider frame and you do not want grease showing on the fabric surface of these pieces.

With those steps completed, the top of my cabrio was functioning as good as new again. The total time it took me to perform all the above steps was about 2.5 hours, and that included stopping to take photos, sifting through my over-crowded shed to find the few tools I actually needed, and delays caused by the natural trepidation of doing something like this for the first time. The hydraulic fluid was the most expensive part of the repair at around \$50 and it took a couple of days to come in from Porsche's warehouse

in Pennsylvania. The cost of the plastic syringe and rubber hose totalled about \$6.

If your cabrio's top is moving slowly, don't delay. Fix it and get back to the enjoyment of carefree open-top motoring.



As always, submit your ideas for future tech articles to me at George@ONeillAdvisors.ca and even better, consider writing your own article for us to publish. Your feedback is always welcome.

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The Journal of Upper Canada Region

CORRECTION

Oops. We goofed.

In last month's Open House coverage we forgot the photo credits. Apologies to Eshel Zweig and Graham Jardine for this error. We've credited the photos below.







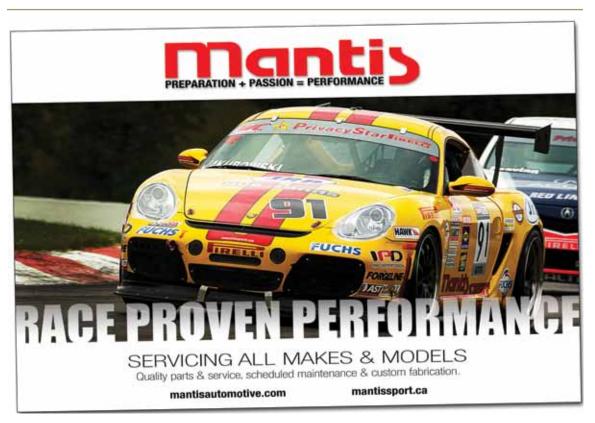












CLUB NEWS

We won!

In late breaking news we are proud to report that Provinz has won the highest accolade in the Porsche Club of America—the 2014 Betty Jo Turner Award for the best regional newsletter in 2013. The Trophy was presented at Parade in Monterey on June 18th.

UCR also was runner up in the Region of the Year contest.

Congratulations and thank you to all our wonderful volunteers who made both of these tremendous achievements possible.



PCA-UCR Summer Rally

Saturday, July 12, 2014

Meeting Place: 5925 Tomken Road, Unit 1

Southeast corner of Britannia/Tomken

Entrance on Britannia Rd

Schedule: 8:30 am: Registration/Coffee; 9:00am: Drivers

Briefing; 9:30am: Start Rally; 1:00pm: Finish Rally,

Prizes and Lunch

Entry Fee: \$50/car

Next Rally is October 11, 2014.

For more information Contact Sajjad Butt: 905 567-8466



Robb Belo

It is with a heavy hearts that we report the passing of Robb Belo on November 11, 2013 at the young age of 46. Robb with an avid motorcyclist and Porsche enthusiast. He was a regular at UCR DEs with his white 964 Targa. Robb bought his 964 and enrolled in the Introductory Driving school (IDS) shortly after surviving his first battle with cancer. Because of his experience as a cancer survivor, Robb had a very unique zest for life that he shared with those around him. Those of you fortunate enough to know Robb know he was the type of guy that

would always make you laugh and that he lived his life to the fullest. Robb recently realized a lifelong dream of relocating to Kimberly, BC, a small town in the Rockies, to start a small business with his wife Brenda. Unfortunately, he lost his long struggle with cancer and passed away on November 11 last year. Robb is survived by his wife Brenda. We miss him.

Submitted by Mick Oliveira, UCR Board Member and Club Racing Chair





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

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

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

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



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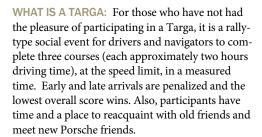
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*All prices include \$295 admin. fee & \$5 OMViC fee. HST and licensing extra. **If qualifying Porsche Approved Certified Pre-Owned vehicle is purchased or leased while still under new vehicle warranty, maximum coverage 6 years/160,000 kms from original in-service date. If purchased or leased outside new vehicle warranty, maximum coverage is 2 years/160,000 kms from date of purchase or lease.

Targa 2014

The fourth annual **UCR Targa**



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

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

SCHEDULE: This Targa follows the structure of the two Muskoka Targas, specifically:

Friday evening drivers/navigators arrive for an evening reception with local wines; dinner on your own at the Waring House or in Town.

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

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

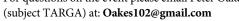
ACCOMODATION & EVENT COST: available for 32 couples or singles—that will mean a maximum of 32 cars.

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

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

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

For questions on the event please email Peter Oakes



The Journal of Upper Canada Region





Story and photos by Eshel Zweig, UCR member & Provinz Photographer

orsche Centre Oakville's recent 24-hour event proved unforgettable—like the epic car race it was held to honour. On Saturday, June 14, Porsche Centre Oakville opened its doors to celebrate Porsche's return to the famous 24 hours of Le Mans endurance race. Throughout the day, over 500 people arrived to take part in Le Mans-inspired activities and watch the world's most anticipated sports car challenge, which was running live on Porsche Centre Oakville's massive digital screen.

The Saturday activities included a family BBQ, popcorn station and ice cream truck, as well as face painting and facility tours. There was even a Junior Grand Prix, which included a 65-foot-long inflatable racetrack for kids of all ages to race Porsche peddle cars. For those who didn't want to miss a minute of



the World Cup, Porsche Centre Oakville created a custom World Cup Lounge that played matches during the day and night. Porsche Centre Oakville also provided a foosball table to stir up the viewers' competitive drive.

The legendary transformation of a Porsche 2010 911 GT3 RS into a Le Mans racecar proved a focal point of the celebration. In just 24 hours, Porsche Centre Oakville customized all aspects of the vehicle, from adding in a red







Porsche roll cage to a unique Le Mans-inspired vehicle wrap, and completely overhauled its exterior. On Sunday morning, just prior to the race's 24th and final hour, the remade car was unveiled. At the dealership's private Father's Day breakfast, a number of lucky guests got to see not only the refurbished sports car, but also the conclusion of the race.

While Porsche may not have won the Le Mans race in France, Porsche Centre Oakville's event made for a lot of delighted visitors. Both Porsche and Porsche Centre Oakville have a lot to be proud of in their 24 Hours of Le Mans achievements.





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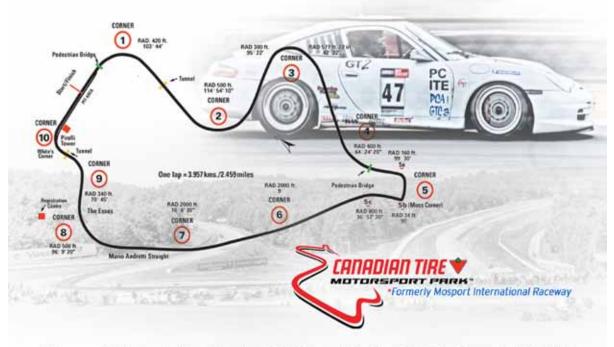
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· Two words: Moss Corner

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Part of the Mobil 1 SportsCar Grand Prix Weekend

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The IMSA GT3 Cup Challenge and more are also part of the headlining race action!

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- Access to a private tented area and parking from Friday to Sunday.
- A chance to drive your Porsche around Canadian Tire Motorsport Park in a parade lap.
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guests. Conversation over dinner with my wife lead to her suggesting the Ben Miller Inn.

A quick e-mail to Lori from the Ben Miller Inn, and lunch was confirmed.

Now the route. With the help of Google Maps, Aaron and I set out one Sunday morning with the snow still very several feet high. From the London dealership to Goderich, we were ready.

The drive now complete, what about more fun? People's choice awards! A quick meeting with my after sales manager, he agreed to supply prizes for the top Porsches.

continued on page 26...



Story and photos by Mike Salter, Service Manager, Porsche of London

oing back to January, most are thinking about all the snow we received and when will spring be here? At the dealership, of course, we are thinking the same too. However, after getting home one day after work, I

walked into to my workshop...and there sat my 911. All covered up, battery charger cord hanging out from the front end. I pulled back the cover and started thinking spring. We need to get going on our spring and summer events. I'm not sure if I asked or was volunteered

to take care of this year's Fun Run, but how often do get to mix business and pleasure.

After being to many events, (Porsches to Ohio, The Tail of The Dragon, track days and car shows), one thing I learned was I needed a team. So off to the workshop and to the front lines for help. Very quickly we filled lead drivers, help with paper work, follow up with participants, and of course, parking. But where would we go? We needed enough parking for fifty cars and seating for at least 120



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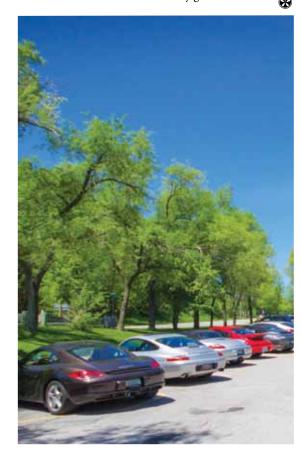
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Back to the office, everything is being put together and finalized. The 2014 Porsche of London Spring Fun Run is getting close. All last minute details are in check.

As the morning of May 31st came, I was up early! A quick stop for fuel, and then rushing through the parts department to top up my oil. My worry...are we ready? Yes. The day went off very well, we ended up with a beautiful day and 52 Porsches at the Ben Miller Inn.

Many Thanks to all the staff at Porsche of London and all who came out and made the day great!





Zone 1 Concours and Rally Weekend & Zone 1 BBQ

Hosted by the Green Mountain Region PCA
At the Basin Harbor Club
Vergennes, VT



Come join your fellow Zone 1 Members at the Zone 1 Concours, Rally & BBQ Weekend



Costs:

Concours Street Class: \$30 Concours People's Choice: \$10 Rally only: \$20 Rally & Concours Combo: \$40 Zone 1 BBQ: \$27

- •Saturday will feature the Zone 1 Concours where there will be a Street Class and a People's Choice Class
- •The Zone 1 BBQ will be at 5pm on Saturday evening

Where: Basin Harbor Club, Vergennes VT

When: September 12-14, 2014

- •Sunday morning come out and enjoy a TSD Rally departing from the Basin Harbor Club
- •Sign up for the Concours, Rally & BBQ by going to www.clubregistration.net
- •The Basin Harbor Club is a beautiful property nestled along the shores of Lake Champlain. Choose a standard room, Studio or even a 1, 2 or 3 bedroom cottage to share with friends!
- •Reserve your room now at the Basin Harbor Club by calling 1-800-622-4000 and quoting the "Porsche Zone 1 Event" before September 1, 2014.

 All room reservations include breakfast.
- Contact Botho von Bose for any Concours & Rally questions at bvonbose@primus.ca
- Contact Jennifer Webb for any Zone 1 BBQ Questions at jenniferbischoff@Hotmail.com





By Emily Atkins, Provinz Editor

lthough last episode described the first race of the season, some details of the preparation for racing were skipped in the interests of space. Preparation, after all, is the key to racing. The poorly prepped car will surely fail. The well-prepped car—then it's up to the driver to mess up.

For my 911 there were few issues to overcome. Seating was the first and most obvious. When I raced the car last fall, I was sharing with its previous owner. There is a significant size disparity between us, which required

a thick foam pad behind me so I could reach the pedals. And then my left knee grazed the roll cage with every shift.

Obviously I would need a new seat. When I arrived for the fitting they had installed a beautiful, brand new halo style seat, in exactly the right position for me. (I had sent leg length and bent-arm measurements on ahead of time.) The catch was with the seat as far forward as I need it, there was no way that I could enter or exit the car with my helmet on. And in the event of a crash and possible fire, you want to be able to get out, and quickly! There's no time to remove your helmet and Hans device.



The illegal front tow loop still in place.

With sadness I watched them remove the gorgeous seat. But the replacement they found was a perfect fit for me, and with it snugged up forward where I like it, I was able to easily get in and out with my helmet on.

To run with the vintage club your car has to be eligible in its class and pass all tech inspections. Although my car had run last year with the club, this year there were a few tech issues we were forced to correct. The front tow hook was deemed dangerous, and the replacement webbing was ineligible because it wasn't made of certified material. Attempt number three—a hinged metal loop—got through tech.

Also rejected was the cutoff switch for the battery. That was a long piece of webbing running under the hood from the battery to just below the windshield. The webbing was deemed too stretchy, so we replaced it with wire, adding a bright red tab protruding from the hood. There's no denying it's easier to shut the power off with the new set-up.

Feeling the heat

The second race weekend of the season for me was at Circuit Mont Tremblant in Quebec. My brother and racing partner, Andrew, had decided not to attend this year, so I was pretty much on my own. I trailered the car up from Andrew's home near Gananoque, Ontario on my own before dawn on the Friday before the races.

At Tremblant, they require you to run the test day if you have never driven there before, and although it's not cheap, I was ultimately grateful for the practice time. Tremblant is not an easy track, with many corners to recall and significant elevation changes that never show up accurately in other people's in-car video, no matter how many times you review them.

Friday was a frustrating day. Driving at an extremely slow pace compared to the others on the track just made me question why, as a green racer, I had decided to make the trek to an unknown track without my team-mate!

But I did learn an important lesson. When you feel something different in the car, check into it. At one point during the day the car felt loose. It wasn't pronounced, just an 'off' feeling that was really hard to put a name to. Fortunately, there was someone there who knew the car and was willing to take a look. When mechanic Drew Cameron jacked the

car up he found a control arm working loose thanks to an only finger-tight hex bolt. With a quick tap and application of an Allen key the problem was solved; out on the track everything felt fine again.

A sticky brake pedal also netted me a handful of loose change (almost four dollars) and a pile of dirt from the driver's footwell. It was such a pleasant surprise when a racer I had not previously met-Jason DiCesar-heard about my problem and was suddenly helping me dig junk out from under the car's pedals with a screwdriver and a borrowed vacuum. It underlined how racing makes a community unlike any other. Everybody is willing to help out because they know how important it is for all of us to stay on track.

The racing at Tremblant was uneventful for me, although painfully slow. I never really did gain a lot of confidence there, and was feeling the heat, quite literally. At one point sitting on the grid waiting out turn to hit the track I was so overcome with the heat that I absolutely HAD to exit the car. The combination of heat, humidity, the racing suit and fumes left me feeling almost claustrophobic in the cockpit, so I pulled out of line and bailed. Inadvertently practicing for the proposed 15-second egress rule, I think I was out of there in about six!

I was so relieved when big brother showed up on Sunday to cheer me on and help me out. However, before he arrived, I did have plenty of assistance from fellow racers Stewart Brown and Chris Rupnick over the two days. They were both busy with their own stuff, and still made time to make sure I was ok. It feels like my racing family is expanding!

Next time: Competing





Feeling nervous at Tremblant

provinz



his weekend I was back driving at Mosport for the first time this season. Ernie Jakubowski at Mantis Racing had received Martini from the Florida transport truck and brought her to the track, fettled and ready for action on fresh R1 rubber. I had been looking forward to this for some time, first time out on my northern home track with the new engine, brakes and suspension.

What I realized once on the track was that either somebody had knobbled every car in my run group or my misspent hours of track play in Florida had improved my driving somewhat. Miss M and I were leaving some of our best track buddies behind now.

What to do? Get a checkout ride to move to black group of course. The chief instructor directed that I should be tested on Sunday morning by an instructor and racer named Tim Sanderson who competes in GT3 Cup successfully. Bruce Trigg emailed me to ask if I had gone out with Tim and how things had progressed.

This was my reply: Oh yes did I ever go out with Tim, we had an absolute blast with him egging me on ever quicker. His comments upon returning to the paddock were very positive and consisted of tips on how to make yourself noticed to the slower cars in front, turning in later and...switching off PSM. He promptly had me moved up to black and Ian our chief instructor for this event was extremely nice about it. I ran around the paddock thanking all my old instructors for their help in eventually getting me to this point.

First PM black run I took Ernie out with me so he could see how I drive and what the car was doing. He didn't say much at all. When we came in he had a student waiting so I said I would catch him later for his thoughts. When we met up I asked him how long was the list of my undoubted inadequacies as pilot.

He threw his head back on his chair and smiled. After a very long minute of silence I prompted "Well should I just hang up my keys now or what?". After a further rumination Ernie said simply, "It would be so much easier if I could show you by driving the car". That was fine by me and we went straight out with me in the right seat expecting a few nice rapid laps, something I could maybe aspire to emulate with practice. The warm up lap was taken a little quicker than I would go but nothing out of the ordinary and then....OHHHH SHIT!!! I knew within a half lap why Ernie has won six Canadian Championships.

The track attacked us from all angles with the PSM firmly OFF. Martini was raising her skirts and showing me things I had never seen before. Impossible things. Second hot lap and we entered T4 at breakneck pace and, gulp, NO BRAK-ING AT ALL. I swear the demon at the wheel once had an abusive relationship with a brake pedal and now just refuses to acknowledge that they are there. We were in such a lurid drift half way down to T5 that the PSM cut in. Ernie had switched it off but apparently it lurks in the background even when ostensibly disengaged, waiting for you to do something REALLY STUPID. Until that point it had been wild but con-



trolled but clearly some German engineer had deemed that what Ernie was doing should never happen to one of their products. Well I can tell you that the PSM emergency 'chute deployed and 'exciting' became far too mild a term to describe our progress toward T5 in a mind numbing zig zag dance. I took what solace I could in the fact that Ernie was still smiling and we just shot around 5. Undoubtedly he would have loved to cut the lifeline to the PSM altogether and would have made a far neater and cleaner job of it himself unaided. He and Martini ate everything out on the track—and I do mean everything as they all flashed by in a kaleidoscope of colours that moved rapidly behind us.

As we assailed T2 with maybe 20G being magically generated by tyres that had never gone much beyond 1.2G before, I made the obvious comment to the guy at the wheel of my little red white and blue rocketship. "So, Ernie" I yelled above the din "what you are saying is that I'm a really slow driver. Probably I should spend my Sundays shuttling little old ladies to church in the minivan?". When we came back in, he kindly said that well, really, I should just work on my lines, turn in later...and switch the PSM off. Deja vu all over again.

The car is apparently sound but needs to go on a diet. Why is it that losing weight is so darned expensive? She is 400lbs heavier than Ernie's race car so that is a lot of carbon and kevlar. I know what it cost to build my last road bike which came in at just over 13lbs with pedals, scaling that up to Martini is not going to be cheap. Maybe I should just buy a Radical and stick a Porsche badge on it.



Ernie says he wants to fit a PSM 'kill switch'. I know just the switch to use. The new Morgan three wheeler uses one for a starter button, it is the bomb release switch from the RAF Tornado, seems about right.

I think that about says it. Oh and for anyone interested Ernie has gotten himself a nice little deal with a major new university wind tunnel with government funding, an aerodynamics professor and countless post grad engineers that just love to see something from the track once in a while. Can't wait to see how much downforce that big white wing is exacting.



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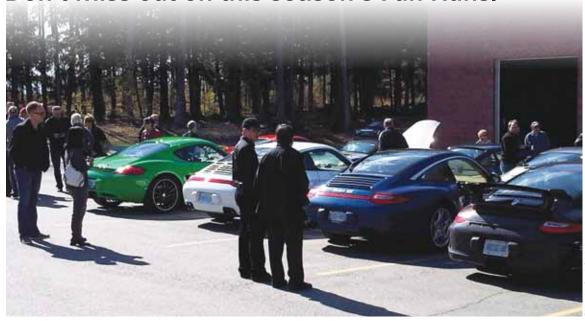
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2014 Fun Runs

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



2014 Fun Run Schedule:

Grand River - NOTL Fun Run. Guenter Gamauf: guenterg@rogers.com **NEW!** Saturday, July 5:

Our Fun Run will start in the Upper Hamilton area. Our route will take us along the Grand River, then it will wind its way across the Niagara Peninsula to the shore of Lake Ontario. We will stop for lunch at a restaurant near NOTL. Following lunch, we'll cruise through NOTL and along the Parkway. The Parkway drive will include a stop for wine tasting. From there we'll continue with a final stop at a place we're sure the ladies will enjoy.

The group will be limited to 15 cars.

NEW! Saturday, July 26: Blue Mountains Rivers & Lakes; Don Lewtas & Hazel de Burgh

hazel.deburgh@gmail.com

Sunday, August 24: Hearth Place Fun Run & Car Show Details TBA

Saturday, September 13: Porsche of London Fun Run Details TBA diane@porschelondon.com

Saturday, September 27: Muskoka Fall Fun Run David & Anne Forbes david.forbes@rbc.com

Saturday, October 4: Fun Run TBA











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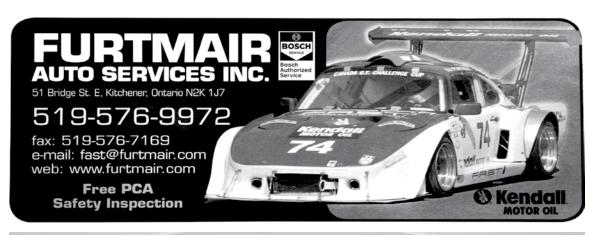


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Racing saved my life



Story and photo by Doug Switzer, Provinz Art Director

love vintage racing my old Formula Vee car. Through the Vintage Automobile Racing Association of Canada (VARAC) we restore and race old cars on some of the most fabled racetracks in North America. To race these things, you need a recognized racing license and if you're over sixty like me, you require an annual medical.

While undergoing my physical at my doctor's, I mentioned an annoying minor congestion within my chest. No big deal, just a need to clear my chest from time to time. I'd smoked for some 35 years, but it's been over 11 years since I quit for good. "Hmmm...I think we need a cat scan," he said.

I had the scan and a day later was told I'd better come in and see my doctor. Unnerving to say the least. An "abnormality" had been found in my right upper lung. It was small and didn't look like much, but cancer couldn't be ruled out. I was gob-smacked. I've never had anything more serious than a cold. There's some kind of mistake—this kind of thing just doesn't happen to me.

My doctor assured me, it was indeed happening and something had to be done about it. Now. Thank heavens he was thinking straight.

The results of a PET scan and bone scan came, after an agonizing wait, and happily, no cancers were detected. Even the "lesion" on my lung wasn't like a typical tumor. Although we still couldn't rule cancer out, it appeared benign.

The next step was a biopsy, but seeing as the "widget" as I started calling it, was very small and localized, they proposed simply removing it through minimally invasive "laparoscopic" surgery and doing the biopsy while I was "on the table". If benign, I'd be done and sent on my way. If not, they'd immediately proceed to the next level.

The sobering news was in that case they would remove the upper lobe of my right lung. This accounts for 40 percent of the lung's capacity. My surgeon explained how the lung's tissue is very elastic and the remainder of my lung would

expand and fill the void, allowing a minimum loss of breath and lung capacity. There were no real alternatives and to do nothing could have dire consequences, so uneasily, I agreed.

A week later, I was in surgery and after what seemed like minutes, I was being asked to wake up and wiggle my toes. I spontaneously made racing-car engine-sounds and heeland-toed a downshift sequence. I'd been under for more than four and a half hours.

Unfortunately the "widget" had tested malignant and they'd indeed removed the upper lobe from my right lung. I was disappointed to say the least, but I was also pretty doped up and in spite of this news, I felt surprisingly good.

This laparoscopic surgery is truly amazing. Not long ago, they would have cracked me open and I'd have been laid up for a couple of months. Now, I'd be going home within three or four days.

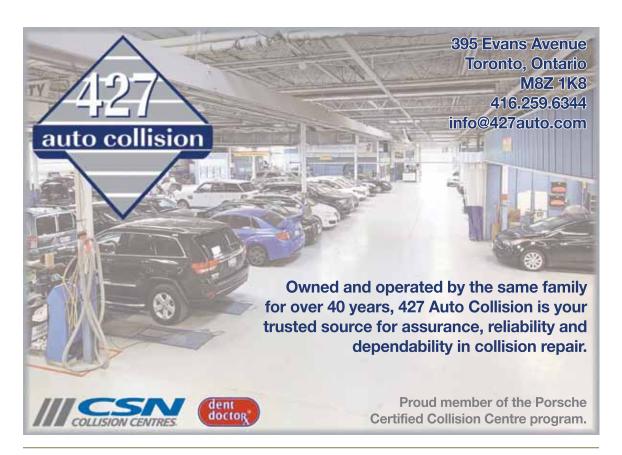
X-rays were taken each day until my release and all appeared good. In four short days, my exercises and breathing therapy had inflated the remaining portions of my lung to almost full pre-op capacity and things were healing well.

Three weeks later I learned the final pathology results. The "widget" was a stage 1 cancer of the least aggressive type and it was caught very early. There was no spread beyond the initial biopsy and there was no sign of cancer in the removed lobe.

I need no further radiation, chemo or other treatments and I am cured. I will however, have to go for regular check-ups with my oncology surgeon for the rest of my life.

If it weren't for the racing medical, I may not have been so lucky. People say car racing is dangerous—but without it, I might have died. I cannot impress upon everyone the importance of regular physical exams, early detection and prompt treatment. I never dreamed I'd be talking about

myself when I say: "Cancer can be beaten."





OBJECTS OF DESIRE



Sledgehammer

By Emily Atkins, Provinz Editor

ledgehammering G-forces snapped my head back against the hard shell seat as I held on to the diagonal roll cage brace with both hands. Wind knifed in under the side of my helmet, delivering an excruciating jet of air directly to my right eardrum. My feet scrabbled for purchase on the slippery footwell floor. Lying practically on my back in the seat, all I could see was sky. It felt like flying, and we entered Turn 2 at a pace so unreasonably rapid I was certain we'd be getting airborne soon.

Closing on a street car going up the Andretti straight was an exercise in both frustration and awe. The poor guy ahead of us in his Altima barely had a chance to know we were there before we were on his bumper. Waiting for the signal to pass seemed an eternity, and then instantly the silver Nissan was a mote of space debris as we made the jump to lightspeed.

For the driver of a relatively sedate 200hp 911 racecar, riding shotgun in a Radical SR3 RS was an eye-watering experience of joy, pain and revelation. My brain was reduced to pointlessly wondering why I had committed to this insanity wearing only short sleeves. In the unlikely event of a crash, that would be the least of my worries. Nonetheless, I was relieved no bees bumbled into our path.

This Radical is a 1,100-pound open cockpit, closed-wheel racecar, in this case powered by 1,300cc motorcycle engine—there are other powertrain options. It's a Go-Kart on Red Bull, cornering in a way that makes even the fastest street-legal Porsche seem tame.

If you enjoy speed and G-forces, a brisk ride around the GP track at CTMP (Mosport) in a well-handled Radical might destroy everything you ever learned or enjoyed about driving your Porsche on the track. In fact, I've observed that quite a number of Porsche drivers have graduated to Radicals when their GT3s and Turbo Ss become too boring to drive.

Imagine sliding into the cockpit of this low-riding machine. As with any caged, tiny, low car there is an art to entry and exit, and once inside and belted in, you can barely see past the nose. As a passenger observed, "I'm looking up my car's tailpipe."

Driving it is simple enough—there's a clutch for use in the pit lane, but once rolling it's equipped with paddle shifters and an auto-blip feature that matches the revs for you. Hard on the brake and left paddle for the downshifts, hard on the gas and right paddle for the ups. Watching the driver gave me a small idea of the amount of work required to pilot the rocketship—there was a tiny amount of correction going on through the corners, combined with absolute calm concentration.

What's mind-blowingly different is where you enter the corners and how fast. Turn 8 for example, at the end of the backstraight, takes a fairly early apex for my car. Brake after the bridge, turn in from mid-track to clip the first set of turtles, then onto the new, sticky pavement and squeeze on the throttle through to 9. In the Radical, you scream up the straight, foot on the floor until you are past the first apex of 8, way over in the marbles on track left, then lift and turn 90 degrees to the right. I could be exaggerating a little about how late the turn in is, but only a little. Watching the driver's feet through there, I kept waiting for the right foot to move...and waiting...and waiting... Just as I figured he'd gone to sleep, we suddenly turned.

It was stunning. The grip and downforce exerted by this car are astonishing, as are the G-forces you are subjected to as a result of them. We didn't go as fast as the 1:20-something laptimes the car has been recording in races this year, but the thrill of exceeding the speed limit of my car so dramatically won't soon fade.

Don't waste money on a rollercoaster ride this summer; get Radical!



6 Drovinz

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29TH ANNUAL AUTOCROSS



August 23rd – 24th, 2014 Moore airfield, ft. Devens Ayer, MA

This year's event

The Zone 1 Autocross is a two-day event. There will be a different course each day. PCA's Parade Competition Rules (PCR's) for Medium Sized Regions are used for classifying cars. Entrants must compete both days in order to trophy. There will be a team Challenge for all PCA Regions.

Registration opens 8:00 a·m· sharp, first car off approximately 9:15 a·m· both days. All participants must be current PCA members. Porsche cars only.

How much it costs

\$70/person early registration on or before 8/12/14
\$95/person after 8/12/14
Registration fees are for one or two days·
Online registration via clubregistration.net only·
No on-site registration the day of the event·
Registration will open 7/1/14 and close 8/20/14·

Where to stay

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Phone: 978-772-3030

http://devenscommoncenter·com

Rate: \$129/night + tax

Refer: "Porsche Club Autocross" for group rate

You must book by 8/2/13 for group rate

Who to talk to

Zone 1 Autocross Chair: Dan Fishkind zone1axchair@gmail·com or (631)748-2727 Zone 1 Autocross Registrar: Aaron Ambrosino zone1axregistrar@gmail·com or (518) 729-0017

links to the PCR's will be posted on the zone 1 website - http://zone1-pca-org



944 CORNER



Love at first sight

By Darren deRoos, Provinz Assistant Editor

y name is Darren deRoos and I am a 944-aholic. I don't attend monthly meetings for my addiction, and I don't have a sponsor to call in the middle of the night when I am pining to drive my 944. I just simply accept my addiction and do everything in my power to keep it from consuming me. My vice is my 1984 944. It has a neat story.

The car was first purchased into our family in 2002 by my brother, Andy. He had called me up saying that he knew a guy, who knew a guy, who was selling a Porsche 944. Andy said it was sitting at a dealership near QEW and Kipling. I knew nothing about these cars other than they looked cool and there were these races on TV in the 80's featuring Rothman's sponsored cars with some amazing racing. He told me where the car was located and I figured I'd go have a look. I went and it was love at first sight. The guards red paint, black leather interior, yellow gauges, aftermarket "mesh" wheels. This thing looked like it was going 100 mph while sitting there. "BUY IT," I screamed in my head. "Money be damned, you must buy this car, Andy (so I can borrow it, of course)".

So Andy decided to buy it and quickly learned that a cheap Porsche is the most expensive car you'll ever own. Power steering leaks, engine leaks, demonic headlight motors, overheating issues...the list went on. I'm quite sure that a weaker person, me, would have kicked this neglected 944 to the curb after the first three issues, but not my brother. He seemed to accept the 944 as a challenge, both mechanically and financially, and soldiered on. Each issue was met with a patient, pragmatic approach and tackled, one by one, until his baby was ready for the track.

I would go for rides with him, and sometimes he'd let me drive it. I'd say it was "neat" and "quick" but my modified Hondas would eat it for lunch. I'd make fun of him, asking when he'd be able to get a "real" Porsche instead of this glorified VW-Audi. All the while, he'd be smiling, continuing to love his 944 and make it better, day by day. He'd tell me about this club he's in, PCA-UCR, that held "DE" events where he'd have instructors helping him go faster in his 944. He'd say, "I passed a 911." I'd roll my eyes. Until one day.

I tracked a 1991 Honda CRX. It was my baby. One day I invited my brother to come with me to Shannonville. I won the event we were at outright and at the end of the day, we switched cars. I was finally going to get my chance to see what the Porsche could do at the track. WOW!! Was I surprised. I didn't want to stop driving it, it was like I was hard-wired to the car. The harder I pushed, the better it got. I felt connected, I felt elated, I felt at home. It was like I'd driven this car for years, it was so well balanced, had great torque, and while not super-fast, was so much fun to blast around the track. I was hooked. I went home and immediately sold my CRX. It was time to look for a 944.

Fortunately, not long after I sold my car, my brother found another 944. A car that was featured in Provinz last year after a lengthy restoration process. It is a stunning car that I love to drive. Since he found another car, he sold me his red 1984. It was now mine. I've had it four years now and I'd like to share with you my ups and downs with it. I am currently in the process of supercharging it and turning it into even more of a track monster. I hope you'll share my journey with me here, whether you're a 944 fan or not.

My name is Darren deRoos and I am a 944-aholic. And this is my story.

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ne of my favorite duties as Track Chair is giving people stuff. Before almost every event, I have to find a reasonably priced give-away that we can bestow on almost 150 entrants without wounding the budget. These gifts aren't meant to be anything more than a keepsake, to remind you of a particularly great weekend, a blistering lap, or just the camaraderie of your fellow UCR members. Once a year we get to give something special to three very special people.

At the May DE we gave out the awards for Rookie of the Year to Paul Austerberry, and the Most Improved Driver award to Matt McMurray. Last but certainly not least, we awarded the coveted Instructor of the Year award to Peter Carroll. Each of these people had an extraordinary season in 2013 and through their efforts and enthusiasm, made the whole Driver Education Program a better place for us all. It's not easy to stand out amongst a DE crowd of 150 capable drivers, so you know that each of them were exceptional. I want to thank them on everyone's behalf for being a part of our track experience.

June was home to one of our largest events of the year. We gave hundreds of rides to some pretty special kids and their caregivers. We served hundreds of lunches, provided loads of entertainment and filled our hearts with joy. If those who deal with real adversity on a daily basis can be so uplifting, I guess I can stop grumbling about my silly Porsche problems. Well, at least for a little while.

The event coming up is our yearly combined event with NNJR. We call it the CanAm for obvious reasons and it's an opportunity to drive Mosport (CTMP) with a different Region. Since many of their

students don't travel with them, they tend to bring mostly upper run group drivers. That's a great opportunity for our Green and Yellow students to be assured a place in the event. It can get a little hectic on Sunday afternoon when some of them leave early, but we always seem to manage. It's a three day event with a Saturday evening barbeque and beverages included. We're doing the CanAm T-shirts again this year too, so come out and enjoy the event.

Photo by 303 Imaging

August will be big this year as the Club Race will take place on August 8th through 10th followed by our 3 day IDS and DE at the new Mosport Driver Development facility. Signed off drivers can get in full lapping sessions at the Club Race in an Advance Solo Lapping format and I highly recommend volunteering to help run the program as well. It's one thing to watch, but it's a lot more fun to be part of it all.

The August IDS/DE weekend will allow us to infuse the program with some new enthusiastic Green drivers and give us all the experience of a completely new track. The new facility is very well thought out and we should have a great time. A couple of things of extra interest at the DDT is the availability of the skid pad. Since it's part of our rental, anyone who wishes to, is going to be allowed to have a spin (pun intended) on the pad over the weekend. We're also having a Saturday evening dinner in the new tower facility. So a good time should be had by all.

Summer is short in Canada, so come out and enjoy it!

See you trackside,

Dave





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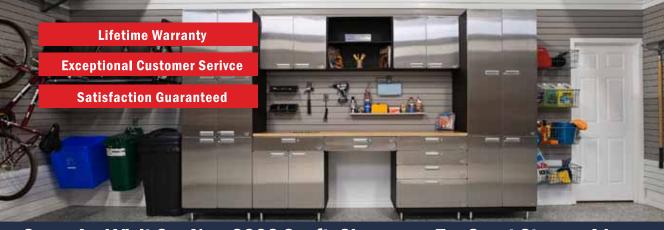
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PERIPHERAL VISION



Choices have to be made

By John Adam, UCR Historian

n May, we joined Vancouver Island Region's multi-event weekend "Black Rock 2014" and the hospitality of the Village of

Ucluelet and surrounding area. The car count was near 100. Registrants came from BC, Alberta, Washington, California and Ontario.

The residents of Ucluelet are always supportive of the event. They were very excited about the "Return of the Porsches". Black Rock Oceanfront Resort, Village of Ucluelet, the Chamber of Commerce, Volunteer Fire Department and others all assisted with the event. This included arranging for "Oyster Jim" Martin, a local legend who was instrumental in the creation of the Wild Pacific Trail, for a guided walk along the Wild Pacific Trail. This is an interesting afternoon; hearing about local history, legends and stories. Also included in the weekend's events, a salmon BBQ on the beach, fireworks, a show and shine, DE, autocross, and a parade through town as well as a banquet auction followed by a comic-musician on stage.

Their two charities, Ucluelet Volunteer Fire Department and RCMP Cops for Cancer Tour de Rock, were overwhelmed by the registrants' generosity, with \$9,500 and \$13,000, respectively, raised on their behalf.

Planning is already underway for "Black Rock 2015" the last weekend in May. Interested in touring Vancouver Island? Feel free to drop me a line to have them place you on the list. This year, the event sold out in just fourteen hours.

It seems like only yesterday our track events were getting under way. We always enjoy seeing our American friends and Rennsport members taking advantage of our Mosport weekends. In fact, they like our track so much, Northern New Jersey Region sponsors a Mosport weekend in July and has been coming to CTMP/Mosport since 1974. They are back again this year and their July 18-20 three-day weekend at Mosport is something to look forward to.

Just like at a buffet, we just can't do it all—you have to make choices.







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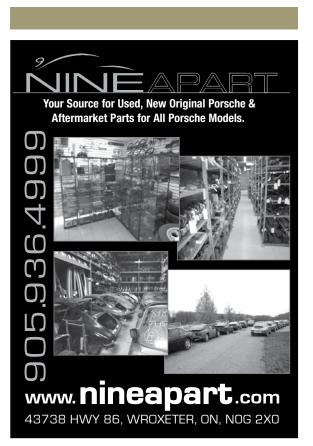
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