

provinz

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



MARCH 2014

www.pcaucr.org

Continental 



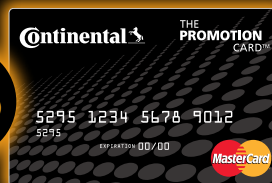
Score with Continental

FROM MARCH 15th TO MAY 31st, 2014

RECEIVE A PREPAID CONTINENTAL MasterCard®
CARD OF \$65 BY MAIL WITH THE PURCHASE
OF ANY 4 CONTINENTAL TIRES*

Visit www.continentaltire.ca for more details.

\$65



ExtremeContact™ DW



ContiSportContact™ 3



ContiSportContact™ 5

*CONDITIONS OF OFFER: Offer valid in Canada only from 15/03/2014 through 31/05/2014 for online rebate or mail-in rebate in the form of a \$65 Prepaid Continental Tire MasterCard Card. Valid with a copy of the dated, paid receipt and only for the purchase of four (4) CONTINENTAL brand PASSENGER or LIGHT TRUCK tires in a single purchase transaction from authorized, participating Canadian CONTINENTAL TIRE® dealers. Excluding TrueContact™ purchases made at Canadian Tire. Offer does not apply to any other tire brand. Claim must be received by June 30th, 2014, or claim will be declared void. For more details and to view a list of participating dealers, please visit: www.continentaltire.ca. If you have further questions on your redemption status after visiting the online redemption tool at www.continentaltirepromotions.ca, please call: 1-800-680-9946.

THE PROMOTION CARD is a trademark of The Hunt Group. All rights reserved. This card is issued by All Trans Financial Services Credit Union Ltd. pursuant to license by MasterCard International. Use of this card is governed by the agreement under which it is issued.

EDITOR

Emily Atkins, porschemily@rogers.com

MANAGING EDITOR

Garth Stiebel, garth.stiebel@york.ca

PROOFREADERS

Kye Wankum Michael Nazar

TECHNICAL EDITOR

George O'Neill, George@oneillrealestate.ca

PHOTO EDITOR

Eshel Zweig, ezweig@mac.com

PORSCHE-PHILE EDITOR

Stewart McKinney

CLUB PHOTOGRAPHER

Michael A Coates

CONTRIBUTING PHOTOGRAPHERS

Graham Jardine Andreas Trauttmansdorff
Ken Jensen Eshel Zweig
Ronan McGrath

PROVINZ AD SALES

Clive Van Wert, clive.vanwert@gmail.com, C: 416-587-8743

PROVINZ BUSINESS MANAGER

Richard Maskobi, Richard@ranjer.ca

DIRECTOR OF COMMUNICATIONS

Mike Welker, mike@flashframedigital.com, 416-803-8438

DESIGN AND LAYOUT

Doug Switzer, AdverCom Consulting

PRINTING

Harmony Printing Limited, Toronto, Ontario

CONTACT UCR

Angie or Mark Herring at (905) 854-3332

You may visit UCR on the web @ <http://www.pcaucr.org>

To change your address, enjoy no-hassle renewal and ensure your uninterrupted subscription to Panorama and Provinz, simply phone Angie or Mark Herring at (905) 854-3332 or email at: ucrmembers@xplornet.com

Canada Post Publications Mail Agreement Number: 40042299

Porsche Provinz (ISSN-0835-2151) is published monthly by the Porsche Club of America Upper Canada Region Inc. ("UCR"). Copying for other than personal use, or of contents not owned by UCR, without the permission of UCR or the other copyright owner, is expressly prohibited. The ideas, opinions and suggestions expressed are those of the authors and not necessarily those of UCR. Photography and illustrations are used by permission of the artist(s) and are protected by copyright. The acceptance and display of advertising in this publication does not constitute any endorsement of the advertiser by UCR.

NOW ONLINE

Board Minutes: <http://pcaucr.org/ucr-board-minutes/>

Please ensure you are logged in to the UCR site to read the minutes.

The Mart: <http://pcaucr.org/classifieds/>

Classified ads can be submitted through the website.

provinz

March 2014

CONTENTS

REGULAR REPORTS

| | |
|------------------------|----|
| UCR Events Calendar | 4 |
| New Members | 6 |
| Members' Anniversaries | 7 |
| The Way We Were | 8 |
| February Social | 11 |

FEATURES

| | |
|---|----|
| Testing the Turbo twins | 20 |
| Winter driving diaries II: Andrew Combes in Florida | 22 |
| Members' Rides: All or nothing | 26 |
| The Porsche-Phile: Vaughn Warrington | 29 |

COMING EVENTS

| | |
|---------------------------------------|----|
| Social Events | 10 |
| Tire Rack Street Survival School | 14 |
| Parade in Monterey | 15 |
| Launch into Spring: UCR Open House | 17 |
| 2014 Fun Runs | 17 |
| Autocross update: Let the games begin | 19 |

COLUMNS

| | |
|---------------------|----|
| President's Forum | 5 |
| Tech Session | 12 |
| Objects of Desire | 31 |
| Track Talk | 32 |
| Peripheral Vision | 34 |
| The Steering Column | 35 |
| The Air Bag | 35 |

DATA

| | |
|--------------|----|
| UCR Contacts | 36 |
| Tech Centres | 37 |
| Ad index | 38 |



Cover: Photo by Andreas Trauttmansdorff, *Provinz* Contributing Photographer. See article, Page 20.



UCR is on social media. Are you? Follow us on Facebook and Twitter.

Facebook:
www.facebook.com/pcaucr.org

Twitter:
@provinzeditor
@PCAUCR



2014 CALENDAR OF EVENTS

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

| | | | | | |
|-----------------|---------|--|------------------|-------------|---|
| FEBRUARY | | | 8 | Tues | UCR Social |
| 4 | Tues | UCR Board Meeting | 18-19-20 | Fri-Sat-Sun | UCR Driver Education, CTMP (Main Track) with NNJR |
| 11 | Tues | UCR Social | AUGUST | | |
| MARCH | | | 5 | Tues | UCR Board Meeting |
| 4 | Tues | UCR Board Meeting | 8-9-10 | Fri-Sat-Sun | Solo Lapping at UCR Club Race (Signed-off groups) CTMP (Main Track) |
| 7 | Fri | Osler Bluff Ski Club, The Blue Mountains | 12 | Tues | UCR Social |
| 11 | Tues | UCR Social | 15 | Fri | UCR Introductory Driving School, CTMP (New Facility) and Solo Lapping (TBA) |
| APRIL | | | 16-17 | Sat-Sun | UCR Driver Education, CTMP (New Facility) |
| 1 | Tues | UCR Board Meeting | 24 | Sun | UCR Autocross, Toronto Star, Woodbridge |
| 8 | Tues | UCR Social | SEPTEMBER | | |
| 12 | Sat | UCR Introductory Driving School, CTMP (New Facility) | TBD | — | UCR 2014 Concours |
| 19 | Sat | UCR Introductory Driving School, CTMP (New Facility) | 2 | Tues | UCR Board Meeting |
| 27 | Sun | Launch into Spring, Open House Porsche Cars, Oakville | 9 | Tues | UCR Social |
| MAY | | | 13 | Sat | Porsche of London Fun Run |
| 3 | Sat | Muskoka Spring Fun Run | 19 | Fri | Braidan Tire “Wheels for Humanity” Charity Event & Solo Lapping (Signed-off groups) CTMP (Main Track) |
| 6 | Tues | UCR Board Meeting | 20-21 | Sat-Sun | UCR Driver Education, CTMP (Main Track) |
| 13 | Tues | UCR Social | 27 | Sat | Muskoka Fall Fun Run |
| 10, 11 | Sat-Sun | UCR Driver Education, CTMP (Main Track) | 27 | Sat | UCR Rally |
| 31 | Sat | Porsche of London Fun Run | 28 | Sun | Tire Rack Street Survival School, Poowerade Centre, Brampton |
| JUNE | | | OCTOBER | | |
| 1 | Sun | UCR Autocross, Toronto Star, Woodbridge | 5 | Sun | UCR Autocross, Toronto Star, Woodbridge |
| 3 | Tues | UCR Board Meeting | 7 | Tues | UCR Board Meeting |
| 6 | Fri | Driven 2 Smile Charity Event & Solo Lapping (Red & Black Groups) CTMP (Main Track) | 14 | Tues | UCR Social |
| 7-8 | Sat-Sun | UCR Driver Education, CTMP (Main Track) | 18-19 | Sat-Sun | UCR Driver Education, CTMP (Main Track) |
| 10 | Tues | UCR Social | NOVEMBER | | |
| 14 | Sat | Bear Manor Niagara Escarpment Poker Fun Run | 4 | Tues | UCR Board Meeting |
| 15 | Sun | Father's Day Yorkville Exotic Car Show, Toronto | 11 | Tues | UCR Social |
| JULY | | | DECEMBER | | |
| 1 | Tues | UCR Board Meeting | 2 | Tues | UCR Board Meeting |
| 6 | Sun | UCR Autocross, Toronto Star, Woodbridge | 9 | Tues | UCR Social |

PRESIDENT'S FORUM



Walter Murray
UCR President

The end of the Astronomical Winter is in sight—officially it’s March 19. After record snowfalls this year in Muskoka—15ft plus—and horribly cold days (-37C, equivalent to -34F), and a destructive and debilitating ice storm in Southern Ontario, the end is in sight. We just hope we do not experience the adage “In like a Lamb, out like a Lion” for the month of March.

Regardless Porsche weather is just around the corner with the start of our Introductory Driving School April 12 and Launch into Spring April 27 at 427 Auto Collision. Can’t wait!

As you look at the list of this year’s activities in Provinz and on the website, don’t delay in registering as experience has shown they book up quickly. And go to your Porsche dealer and get your spring Porsche service done, so you beat the inevitable rush.

I am also delighted to advise we have found a new Director of Communications, Mike Welker. Mike is Senior Partner and Creative Director with Toronto based flash-framedigital.com. They combine digital video and social technologies with a story-driven and people-centric approach to communications. The world of technology and communication is moving so rapidly that as I listened to Mike tell his story I felt I was pleased to be at least a two finger typist. Mike’s skills and background are a great addition to our team and I would encourage you to check his profile on LinkedIn. Thanks for stepping forward, Mike.

One of our key points of focus this year is to see if we can find a way to stage regional events. Given the length and breadth of Ontario, it takes regional teams to be the key


drivers in organizing. Your Board and Event Chairs stand ready willing and able to assist, so if you have a location that could accommodate a Regional Autocross or other such event, let us know so we can help.

The new member database PCA has developed enables us to now segment membership on a Regional basis to help you get your event off the ground. Ken Jensen, our Webmaster, is an expert. One of the first Regional initiatives has been by Terry Ashcroft, who started this process east of Toronto last year. He has put together a group of fellow Porsche owners who get together to swap stories and enjoy taking country drives.

Another that is just underway is under the sponsorship of Tom Siegner out of London. Out of approximately 240 members we surveyed in the greater London area, approximately 40 have stated an interest in working to develop a Regional initiative. We have always had the idea of running Regional Autocross events across the Province and then have a Provincial championship at the end of the year. The challenge outside of our Toronto Star location is NIMBY, i.e. not in my back yard. We have checked with a number of Regional Airports that could accommodate such events, but there has always been local opposition to the perceived noise. We need to overcome the perception we are muffer-less. This is where we need your help. Please see what might be possible and let us know so we can add more fully to the great Porsche experience in areas other than the GTA.

In closing, I want to share with you the size of the Porsche Club of America. It’s at an astounding 110,000 members, and counting, of which we are 3,400 plus. PCA is by far the largest Club in the world of any marque. Awesome.

Until next month, drive safely.

Walter Murray
murray.dexta@gmail.com 

Sports and Event Photography
by michael a. coates
905 . 592 . 1962
SPANCimages.com / porscheclub





Welcome!
NEW MEMBERS

| Name | Location | Model | Thanks To |
|----------------------------------|----------------|----------------|----------------------------|
| Bob Allen | Stratford | 14-Cayenne | Porsche of London |
| Rui & Susana Almeida | Hamilton | 86-928 | |
| Tony & Kathy Backler | Welland | 06-911 C4S | Auguste Automobile Service |
| Judith Beckett | London | 14-Cayenne | Porsche of London |
| Julien & Sophie Bissuel | Toronto | 93-911 C4 | |
| Patrick Bourke | Toronto | 07-911 | |
| Andrew & Anthony Bowers | Burlington | 98-Boxster | |
| Gratien Busque | Laval | 00-Boxster S | Trf-In Rennsport |
| Sheng Jing Chen | Toronto | 14-Cayenne D | Downtown Porsche |
| John Cochrane | Oakville | 14-Cayenne GTS | Downtown Porsche |
| Stephen Cooke & Connie Verhaeghe | Dundas | 01-911 | |
| Richard Dube | Blainville | 07-911 | Trf-In Rennsport |
| William Eaton | Fergus | 84-911 | |
| John Fithern | Sarnia | 08-Cayman | Porsche of London |
| Norm Freedman & Jennifer Gillick | Toronto | 09-Boxster | Mitch Gillick |
| Patrick Gardiner | St. Catharines | 09-911 C4S Cab | Downtown Porsche |
| Robert Gluck | Etobicoke | 11-911 C4S | |
| Andrew Hall | Toronto | 67-912 | |
| Omran Jafarmamin | North York | 14-Cayenne | Downtown Porsche |
| Muneesh Jha & Kyle Vojdani | Toronto | 96-911 | |
| Leo Kazlovskis & Jon Ratnasamy | Mississauga | 00-911 C4 | |
| Ian Kerr | London | 12-Cayman | Porsche of London |
| Rachel Khan | Toronto | 14-Cayenne | Downtown Porsche |
| Cecilia Lee | Toronto | 03-Boxster S | Downtown Porsche |
| Edmund Leung | Richmond Hill | 10-Cayenne TS | Downtown Porsche |
| Dejing Li | North York | 14-Cayenne S | Downtown Porsche |
| Pierre Lord | Mascouche | 98-911 S | Trf-In Rennsport |
| Clarence Lui & Jonathon Garcia | Richmond Hill | 13-911 C2 | |
| Marco Maggio | Richmond Hill | 08-911 C4S | |
| Neil Marvoka | Toronto | 14-Cayenne D | Downtown Porsche |
| David D. McNeill | Ajax | 12-911 C4S | Downtown Porsche |
| Ka Lok Ng | Scarborough | 14-Cayenne | Downtown Porsche |
| Qing Hua Niu | Scarborough | 13-Cayenne S | Downtown Porsche |
| Gerry Pinto | Toronto | | Downtown Porsche |
| John Posan | Mississauga | 12-911 | Downtown Porsche |
| Wengang Qi | London | 14-Cayenne | Porsche of London |
| Alkarim Shivji | Toronto | 13-Panamera | Downtown Porsche |
| Gordon & Wendy Slightham | Toronto | 13-911 4S | |
| Tibor Solymosi | Richmond Hill | 08-Cayenne | Downtown Porsche |
| Tonino Stellato | Woodbridge | 13-Cayenne D | Downtown Porsche |
| Sameer Suleiman | Toronto | 08-Boxster S | |
| He Tan | Richmond Hill | 14-Cayenne | Downtown Porsche |
| Ken Tanner & Teri Hastings | Aurora | 14-Boxster S | |
| Howard Walton | Toronto | 14-911 Turbo S | Downtown Porsche |
| Chang Xiang Wang | Markham | 13-Cayenne S | Downtown Porsche |
| Chao Xin Wang | Markham | 13-Cayenne S | Downtown Porsche |

| Name | Location | Model | Thanks To |
|------------------|-------------|---------------|------------------|
| Jian Long Wang | Scarborough | 11-Cayenne T | Downtown Porsche |
| Yin Wu | Markham | 14-Cayman | Downtown Porsche |
| Tseng Chieh Ying | Toronto | 14-Cayenne D | Downtown Porsche |
| Marcin Zalewski | Georgetown | 06-911 C4S | |
| Rong Zhao | Toronto | 14-911 C4 | Downtown Porsche |
| Yunao Zhao | Toronto | 14-Panamera 4 | Downtown Porsche |

Congrats!
ANNIVERSARIES

20 YEARS
Dan & Kelly McMahon
John & Marlene O'Neill
Steven Taylor
Dawne Du Vernet
Sandy Gordon & Anita Okada

10 YEARS
Jim Aird
Steve Arthur
Pam & Mike Bryan
Robert Clausi
Greg Cushing
Mark Drexler & Mary Mooney

Kevin Ellison
John Galt
Alfred Hung
Mohamed Hussain & Kathy Szarka
Mark Kalin
Joseph Plutino
Nickolas Polischuk
Gregory Sin & Winnie Lee
John & Martha Vlasschaert
Lauren Walker
Mark Wolff

5 YEARS
Kostas & Amelia Andrikopoulos
Viorika Goodale
Chris & Cyndy Hill
Horst Kroll
Michael Kurnik
Victor & Merren Kutcher
Christien Ledroit
Alexander Mittelstaedt
Doug & Jean Stark
Vicky Turgeon

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



The latest Cayenne models. 7 in-stock from \$54,995.*
Active All-wheel-drive. 8-Speed Tiptronic S Automatic. Certified Pre-Owned.
Factory warranty up to 6 years/160,000 km. Exclusively at Downtown Porsche.

Downtown PORSCHE Pre-Owned
Start Your Journey The Right Way
Division of DFC Auto Group
(416) 603-9988 | 68 Parliament St.
Toronto, ON M5A 0B2
www.dfcporsche.com
Mon-Thur 9am - 8pm, Fri 9am - 6pm, Sat 9am - 5pm
*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 is 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.





Pfaff Porsche Pre-Owned

Get ready for sunny days ahead
& turn your dream into a reality.

Pfaff Porsche has the highest volume Porsche Approved Certified Pre-Owned sales in Canada. With more than 60 Porsche Approved Certified Pre-Owned vehicles in stock, the options are endless.



Porsche Approved Certified Pre-Owned.

Every Pre-Owned vehicle receives a rigorous 111-point inspection and reconditioning from a certified Porsche technician committed to meeting our strict quality standards. Each vehicle is then matched with a comprehensive limited warranty.



Pfaff Porsche
115 Auto Park Circle
Woodbridge, ON L4L 8R1
888.699.3420
pfaffporsche.com



THE WAY WE WERE...

35 Years Ago

A brief single-page folded newsletter. Two tech sessions covering autocross prep and concours prep. Social at the Boulevard Club with movie “24 Hours of Le Mans”.

25 Years Ago

A reminder to book track dates promptly. **Bruce Farrow** was DE chair and explained the program—two events at Mosport and three at Shannonville. Mosport weekend was \$125 including Saturday dinner. **Bill Wilcox** announced a four-event autocross series. The social moved to Casa Mendoza, on the Lakeshore, along condo alley. At the Social, we explained all you need to know about the DE program. Old **Phil White** (we have two) was promoting Tire Tech, which morphed into Shift Into Spring in later years. The 1988 financial summary showed *Provinz* and DE to be positive contributors and we improved retained earnings by \$5k to \$11k. Clearly, the team managed by **Marc Plouffe** had done a great job.

20 Years Ago

Designer **Karl Thomson** added a splash of colour on the cover, and editor **David Gaunt** had the issue out in a timely fashion. **Ben Ciantar** wrote about fuel injectors and **Rupert Bramall’s** injector cleaning system. Mosport DE was featured (\$175) and the possibility of a UCR Club Race was raised, with a committee being formed. Panorama’s **Bill Oursler** was to be guest speaker at the Social at PCYC. Shift Into Spring was getting bigger and was now held at the Canadian Exposition & Convention Centre. **Christopher Pfaff** joined.

15 Years Ago

Four DE dates at Mosport and one at Shannonville. We had a new website chaired by **Peter Carroll**. **Helmut Brosz** was promoting his Spring Blossom Tour through Prince Edward County. UCR was preparing to support the ’99 Parade Goodie Store. The **Greens** were ’99 Parade trophy chairs. A press release by Porsche AG said “Porsche is the most profitable automaker at present”. UCR Ski Day was coming up.

Contributed by John Adam, UCR Historian



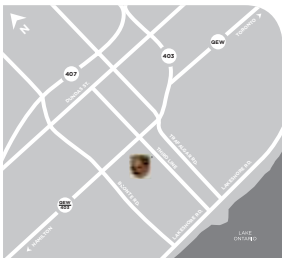
Exclusive Porsche Service Now Available in Oakville!

Here at Porsche Centre Oakville, we go to great lengths to ensure the highest level of service.

Take advantage of our Porsche Valet service, Porsche Mobility vehicles or our Porsche Executive Shuttle service. Going away on business? Have us pick you up and drop you off at the airport while your vehicle is serviced. We also make it easy for our customers, with transportation to and from the GO station.

At Porsche Centre Oakville, we also specialize in the repair of classic Porsche vehicles. Our **Classic Car Program** ensures you receive expert service and added value with preferred labour and parts pricing.

Please contact our Service Team by calling: 1.855.323.5947 or email porscheservice@policaro.ca.



Porsche Centre Oakville

2250 South Service Road West
Oakville, Ontario L6L 5N1
Toll Free: 1.855.765.4227
Email: porsche@policaro.ca
porschecentreoakville.com



Driver's Selection

Porsche's Driver's Selection lifestyle products cannot be driven – but, they most certainly will move you. Sportswear of specialty shop quality. World-class eyewear. Superb Swiss chronography. Sporting goods engineered in the uniquely Porsche manner. Commemorative models and artwork paying homage to Porsche's victories and legacies. Selection is our way of celebrating authenticity, functionality and classicism. In other words, our way of celebrating all that makes a Porsche... a Porsche.

Visit our Driver's Selection boutique or order online at porschecentreoakville.com.





Laurel Ward
UCR Socials Co-Chair



Kathleen Wong
UCR Socials Co-Chair

SOCIAL EVENTS

We wish to provide a welcoming, inclusive and highly enjoyable atmosphere for Socials so that UCR members and guests can socialize and share each other's passion for Porsche car experiences and enjoy continued learning experiences. We rotate venues from dealers, to affordable restaurants, and supplier locales. We publish information on venues and speakers in Provinz and on our website. Let us know if you are a first-time attendee. We would like to meet you and introduce you to other members and fill you in on other great UCR activities that may

be of interest to you and your family. If you know of speakers or topics that you think would be of interest, please contact us. We love to hear from you. If you have any questions about our Socials, please email us. And to help us organize better, we appreciate your RSVP. We can be contacted at: socials@pcaucr.org. 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



Upcoming Events

Date: Tuesday, March 11, 2014

Speaker: Rick Bye and Brian Donato,
The Art of Racing in Targa Newfoundland

Venue: Mimico Cruising Club,
220 Humber Park Bay Road W, Toronto M8V 3X7
416 252 7377
www.mimicocruisingclub.com

Rick Bye, Porsche champion racer and performance driving coach and Brian Donato, director of sports with Hockley Valley Resort, will be speaking to us about their strategy, tactics and training for Targa Newfoundland 2014. Rick and Brian will share with us the story of what brought them together, and will take us inside the physical and mental preparation and strategy of preparing for the famous race this fall. This promises to be an engaging, informative and motivational evening. Please join us! We have invited our friends at BMW Trillium Club to join us for this Social. We look forward to seeing you there! We appreciate your RSVP to: socials@pcaucr.org



Date: Tuesday, April 8, 2014 Speaker: Phil White, Cervelo Cycles **Venue:** Mimico Cruising Club,
220 Humber Park Bay Road W, Toronto M8V 3X7 416 252 7377 www.mimicocruisingclub.com

Phil White, co-founder of Cervelo Cycles, long-standing UCR member and Porsche racer will be speaking to us about the history of Cervelo and its rise to being the world's largest manufacturer of time trial/triathlon bikes. Phil started Cervelo in 1995 and the company has evolved over the past 19 years into a top manufacturer, competing in and winning in Pro Race Tours, Triathlon events, Ironman races. Cervelo was sold to Pon Group, a Dutch company, in 2012. We are excited to have Phil talk to us about Cervelo and we will leave room for the many questions that members will have. We look forward to seeing you there! We appreciate your RSVP to: socials@pcaucr.org



FEBRUARY SOCIAL

Celebrating the Year of the Horse

By Kathleen Wong, UCR Socials Co-Chair

Porsche's iconic badge features a prancing horse. Good fortune, wealth and longevity reigned as 65 PCA UCR members celebrated the "Year of the Horse" at Dragon Legend restaurant in Markham on Tuesday, February 11th.

After dinner, president Walter Murray presented Porsche pins to three members who were attending their first PCA UCR social, John Marotta, Michael Savoie and Christopher Siou.

Jay Lloyds, the Classic Porsche Specialist at Porsche Centre Oakville was our speaker. 2014 is Jay's 40th year working on Porsches. Jay specializes in engine building, chassis tuning, and building special-order Porsche race cars.

Jay showed beautiful pictures of race cars he has built over the years. He told us stories of the 1970s-1990s when he worked in Europe and Asia and travelled extensively with racing teams to build and rebuild Porsche race cars that competed at top racing circuits around the world. In 1980, Jay joined the Roitmayer GMBH Racing Team (Munich, West Germany) and spent several years working on 935s and RSRs that competed at the Nurburgring. In 1985, Jay opened

his own Porsche workshop, Lloyds Motors, in Hong Kong. He formed the "Lloyds Motors Racing Team" and raced the Macau Racing Circuit.

In the 90s, Jay moved to Toronto and opened his own Porsche workshop, Lloyds Autosport Inc. In August 2013, he joined Porsche Centre Oakville. Jay showed us pictures of a Speedster project he has been working on for the last three years. The Speedster belongs to one of our members, and Jay basically started from scratch with a 1994 Speedster shell.

He finished his presentation by saying that the Classic Porsche market has a very good future. Classic cars apparently have a 10-year rate of return of +430 percent, compared with the next highest performer, gold at +273 percent.

The evening ended with draw prizes for six lucky winners. Henry Au won the grand prize, which is a wall clock made from a racing brake disc with a red caliper, donated by Jay Lloyds. We thank Jay for his inspirational speech and generous donation of the grand prize.



Jay Lloyds

Photo By Christopher Siou

made in Italy

Nomex® Gloves

priced from \$299.00

HJC AR10 II SA2010

made in Italy

Steering Wheels & Hub Kits

PCA Track Day Special \$69.95

Mechanix Mechanix Mechanix

Trak+ Wheel Spacer Kits

DIY Brake Specials

PARAGON competition

1681 Langstaff Road Unit 12, Vaughan
905.760.9996 www.paragoncompetition.com

The stoichiometric point

By Pedro P. Bonilla, GCR PCA

The stoichiometric point is a term commonly used to describe the ideal fuel/air ratio in a combustion engine. The stoichiometric air-fuel ratio for gasoline is 14.7 to 1 by weight. Theoretically, at this ratio all of the fuel will be burned using all of the oxygen in the air. Unfortunately, our gasoline engines don't run at this point all of the time. When we drive, the fuel/air mixture varies from the ideal quite a bit. Sometimes the mixture can be rich (air-to-fuel ratio lower than 14.7) and sometimes it can be lean (air-to-fuel ratio higher than 14.7).

So, how can we tell when the engine is at its ideal stoichiometric point, and better yet, how can we try to keep it there?

In 1976 Bosch introduced what would eventually become one of the most important technologies for reducing exhaust emissions: the Oxygen Sensor. Twenty years later (1996) Bosch had produced over 100 million of them.

Today, Bosch O2 sensors, are OEM (Original Equipment Manufacturer) on a wide variety of domestic, Asian and European cars, including Porsche.

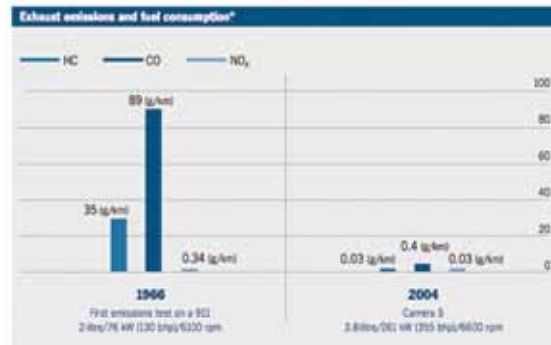
Ten years before the first Bosch O2 sensor, Porsche performed the first emissions test on a 911 (2-liter, 130 HP/6100 rpm). The results are on the following table, compared with the same test performed on a 2004 911S (3.8-litre, 355 HP/6600 rpm).

As you can see, the reduction in emissions is to the order of 95 percent! Porsche has come a long way.

Tech Editor's Note: This month I thought we should take a look at one of the most important, yet perhaps not that well understood, characteristics of internal combustion engines, the stoichiometric point. This magical point gives us the ideal combination of fuel and air to achieve maximum power along with an acceptable level of fuel efficiency. Read on to learn more. As always, send an e-mail to me at: George@ONeillAdvisors.ca if you have an idea for a future article or you would like to contribute your own, or you wish to provide feedback on this article.



George O'Neill
Tech Editor



This drastic reduction in emissions was not obtained exclusively through the use of oxygen sensors, but also by the addition of the catalytic converters and an ever-developing engine management system geared towards less emissions while increasing performance.

What is a catalytic converter and how does it work?

In chemistry, a catalyst is a substance that causes or accelerates a chemical reaction without itself being affected.

Most cats (for short) consist of a ceramic structure coated with a metal catalyst, usually platinum, rhodium and/or palladium. The idea is to create a structure that exposes the maximum surface area of catalyst to the exhaust stream, while also minimizing the amount of catalyst required, since the materials are extremely expensive. Some of the newest converters have even started to use gold mixed with the more traditional catalysts. Gold is cheaper than the other materials and could increase oxidation which makes for a more efficient cat.

There are three types of catalytic converters: 2-way, 3-way and 3-way + air.

The first catalytic converter—the 2-way converter—was used on US cars between 1975 and 1980. These cats oxidized unburned hydrocarbons and carbon monoxide into water and carbon dioxide.

The three-way converter, in addition to performing the same as its predecessor, reduces nitrous oxides into nitrogen and oxygen.

The 3-way + air converter performs the same function as the 3-way converter, but also injects air between the two internal catalysts which improves the oxidation of the converter and thus reduces emissions even better.



Most modern cars, including Porsches, are equipped with 3-way catalytic converters. This refers to the three regulated emissions it helps to reduce.

The reduction catalyst is the first stage of the catalytic converter. It uses platinum and rhodium (precious and rare metals—hence the high cost of

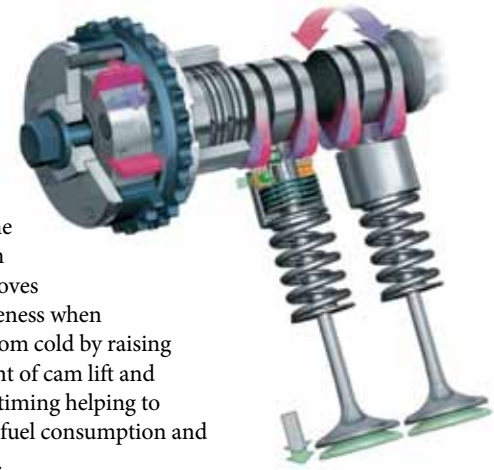
the cats) to help reduce the NOx (NO or NO2) emissions. When an NO or NO2 molecule contacts the catalyst, the catalyst rips the nitrogen atom out of the molecule and holds on to it, freeing the oxygen in the form of O2. The nitrogen atoms bond with other nitrogen atoms that are also stuck to the catalyst, forming N2. For example:
 $2\text{NO} \Rightarrow \text{N}_2 + \text{O}_2$ or $2\text{N}_2\text{O} \Rightarrow \text{N}_2 + 2\text{O}_2$

The oxidation catalyst is the second stage of the catalytic converter. It reduces the unburned hydrocarbons and carbon monoxide by burning (oxidizing) them over a platinum and palladium catalyst. This catalyst aids the reaction of the CO and hydrocarbons with the remaining oxygen in the exhaust gas. For example:
 $2\text{CO} + \text{O}_2 \Rightarrow 2\text{CO}_2$

The third stage of conversion is a control system that monitors the exhaust stream, and uses this information to control the fuel injection system. An oxygen sensor is mounted upstream of the catalytic converter, meaning it is closer to the engine than the converter. This sensor tells the engine computer (ECU) how much oxygen (O2) is in the exhaust. The ECU can then increase or decrease the amount of oxygen in the exhaust by adjusting the air-to-fuel ratio. This control scheme allows the ECU to make sure that the engine is running at close to the stoichiometric point, and also to make sure that there is enough oxygen in the exhaust to allow the oxidation catalyst to burn the unburned hydrocarbons and CO.

Porsche has pioneered the engine management systems and the development of the VarioCam and, subsequently, the VarioCam Plus has greatly aided in the targets of emission reductions, fuel efficiency and power.

The VarioCam Plus is a system that combines variable valve timing with a 2-stage lift on the inlet side. Essentially VarioCam Plus creates two engines out of one, switching seamlessly between them in response to the driver's



inputs. The VarioCam Plus improves responsiveness when starting from cold by raising the amount of cam lift and retarding timing helping to minimize fuel consumption and emissions.

Porsche and other car manufacturers are constantly striving to perfect, not only the cats, but the complete engine management system to obtain greater reduction in emissions and better efficiency and thus power from their engines.

To learn more about emissions, catalytic converters and engine management systems and more, please visit my website at: www.PedrosGarage.com.

Happy Porsche-ing,
Pedro



The IMS bearing fix: DOF



We have the **technoFix** IMS bearing Direct Oil Feed solves the lubrication issue of the bearing affordably fits all '97-'08 Porsches

We carry the **technoWind** clear windstop for 981

Call 954.385.0330 **technolab**/PEDROSGARAGE
Florida Pre-Purchase Inspections (PPI)

FREE DIY tutorials
and technical info
on our website.

technolab
PEDROSGARAGE

We also offer: Bolt-on HP kits, ECU Chip, HID/LED Performance Parts, Brake Caliper Restoration & Painting, AX & DE Magnetic Bras and Numbers, much more.

954.385.0330 • www.PedrosGarage.com



Tire Rack Street Survival School

By Mario Marrello, UCR Past President

- Skid pad and other car control exercises
- Safety demonstrations by professional emergency services personnel
- Opportunity to learn how to handle your own car in emergency situations
- Lots of learning and lots of fun in a friendly and supportive environment!

The school is held on a private and closed course, in a closely supervised environment. It is supported by volunteers and sponsors who care about our communities. Although this school is of special benefit to young drivers, the school is open to ALL AGES!

Schedule:

- September 28, 2014 at the Powerade Centre in Brampton
- Second date: TBD

Cost:

- \$75 per student

Participants:

Any driver with a valid Ontario G2 or G Driver's Licence. A G1 licence is not accepted. For non-Ontario licence holders, you must have an equivalent valid G2 or G licence to participate. All ages welcome. You must bring your own car.

Registration:

Check the UCR website for registration details. For more information, please contact Mario Marrello, m.marrello@computer.org

UCR is continuing to work with the Trillium Chapter of the BMW Club of Canada to bring you the Tire Rack Street Survival School, a program delivered throughout North America and brought to you in conjunction with the BMWCCA Foundation and Tire Rack.

In 2013, UCR increased our involvement in these events. UCR members volunteered as driving coaches or as general help to run the event. I had the privilege of being the classroom instructor so I had the opportunity to meet many of the students and their families. This year, UCR is planning on headlining one event, with help from the BMW club, of course!

Tire Rack Street Survival goes beyond traditional driver education programs. The primary emphasis of the program is a "hands-on" driving experience in real-world situations. Students use their own cars to learn their handling limits and how to control them. Students become more observant of traffic situations and as they master the application of physics to drive their cars, they will make fewer unwise driving decisions. Where else would students learn these necessary skills and have the opportunity to practice them?

This program provides:

- One-on-one, in-car instruction
- In-classroom learning and collaboration
- Hands-on, emergency situation recovery and avoidance maneuvers

BRUCE FARROW
LICENSED APPRAISER FOR INSURANCE AND ESTATE

All years, all makes.
Stock or modified.
Serving all of Ontario.
Club and multiple car discounts.
22 year PCA member.

905 · 391 · 6917 roadshowauto@rogers.com

I come to you or you can come to me... your choice.

dent doctor DENT REPAIR

- Minor Dents • Door Dings
- Hail Damage • Lease Return Repairs
- Same Day • Low Cost

Paint-Free Dent Repair - You Can Trust!

www.dentdoctor.ca
416.518-DENT (3368)

THE MUST-DO PORSCHE EVENT OF 2014!
in beautiful Monterey, California

Autocross
Concours
Rally
Tours
Tech Sessions
Social Events
More!

Monterey
JUNE 15-21, 2014

Legendary Monterey!

Registration opens March 11, 2014 so start planning now!

Learn more and register at parade2014.pca.org

50 PRE-OWNED PORSCHES
always in stock

85 SPORT/LUXURY LOW KM VEHICLES
always in stock

HOME of the ENTHUSIASTS
for over 28 years.

1641 LANGSTAFF RD UNITS 1-3 CONCORD • 416.587.1198
info@segalmotorcar.com

SEGAL MOTORCAR COMPANY

"The bitterness of poor quality remains long after the sweetness of low price is forgotten." - Benjamin Franklin



YOUR EPOXY FLOORING AND TOPPING SPECIALISTS

CPS Flooring, for over a decade, has supplied the highest quality floor and wall protection systems to the food, beverage and other industries, as well as the medical and pharmaceutical communities.

From our office in the Greater Toronto Area, we service Southern Ontario with our team of professional, experienced installers. We use only the finest of available materials and stand by the performance of every installation.

Our knowledgeable staff of representatives and engineers are available to analyze and consult on your next project.

Call us for a flooring audit.

Visit us at www.canpoly.com

1043 North Service Road East, Oakville, Ontario L6H 1A6 Tel: 905-844-7056



Proud Member of PCA-Upper Canada Region

COMING EVENTS

Launch into Spring—April 27, 2014

By Mark Solomon, UCR Open House Chair



Photos By Michael A. Coates

LAUNCH INTO SPRING VENUE CHANGE
Please note this event will NOT be held at Porsche Cars Oakville but will be hosted by 427 Auto Collision a world-class Auto repair facility at 358 Evans Avenue, Toronto. They have 79,000sqf to accommodate our vendors and bring our Show and Shine indoors. We are pleased to again welcome Porsche Cars Canada, Mantis Racing, Dent

Doctor, OnWall Solutions and other vendors. Also new this year will be Downtown Porsche, and we are delighted to have this great supporter of PCA-UCR join us. So mark your calendar for April 27, 2014 10am to 3pm, detail your Porsche and come out and compete and enjoy this great event. BBQ food will be available with a small donation to The Children's Wish Foundation.

2014 FUN RUN SEASON IS COMING



Photo by Garth Siebel

2014 Fun Run Schedule:

- Saturday May 3:** Muskoka Spring Fun Run David & Anne Forbes david.forbes@rbc.com
- Saturday May 31:** Porsche of London Fun Run Details TBA diane@porschelondon.com
- Saturday June 14:** Bear Manor Niagara Escarpment Poker Fun Run vaughn.warrington@nbpcd.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



Master Applicators of Sika, Duochem and Ardex Flooring Systems.

FURTMAIR
AUTO SERVICES INC.
 51 Bridge St. E, Kitchener, Ontario N2K 1J7
519-576-9972
 fax: 519-576-7169
 e-mail: fast@furtmair.com
 web: www.furtmair.com

**Free PCA
 Safety Inspection**



BOSCH
 Service
 Bosch
 Authorized
 Service

**Kendall
 MOTOR OIL**

Niagara Region GERMAN AUTO SPECIALIST
 Your dealer alternative service and repair specialist
 10 years racing prep. & tuning experience

ZORO TECH INC.
 www.zorotech.ca

339 Fruitland Road
 STONEY CREEK /
 HAMILTON L8E 5M8, ON

We invite you to visit the regions newest service
 facility, specializing in the brands
 we are passionate about the most.

Audi • VW • Porsche • BMW • Mercedes Benz

Tel. 905.843.5538
 Email: zhalavanja@zorotech.ca

Take advantage of our introductory, no obligation, and NO CHARGE 15 point inspection!

2014 Autocross season is on

By Mario Marrello, UCR Autocross Chair



Photo by Mackenzie Katzel

Check your calendars and reserve the dates now!! The 2014 UCR Autocross season dates are set.
June 1 • July 6 • August 24 • October 5

Autocross is a performance driving event where drivers take their cars through a predefined course marked by safety cones. Advanced timing equipment keeps track of how long it takes to complete the course—down to a thousandth of a second—and the driver can then work out where time can be saved, either through finding a better line, changing how much brake, throttle or steering input is required at any point. UCR focuses the event on helping drivers improve their driving skills, which encourages discussion between drivers and increases the fun factor. Competition between drivers, although inevitable, is not the focus, although Autocross has grown to be a sport across North America and is a competitive event.

Any road-worthy car is welcome, so non-Porsches are allowed to participate, provided the driver is a member of the Porsche club. Special preparation of the car is not necessary. In fact, I regularly drive my non-Porsches to this event. I've seen vehicles ranging from a station wagon to a Lotus Elise.

Helmets, although recommended, are not mandatory, therefore making the event more accessible to new members.

All four events will continue to be held at the Toronto Star facility located north of Toronto in Woodbridge near the 400 and the 407. The facility is located off Weston Road, just south of the 407 exit. The UCR Autocross event runs rain or shine. It's even more fun in the rain.

Registration is done through the UCR website, check there for details. Registration is important because it allows the Autocross team to gauge the size of the event and plan accordingly. Last year, three out of four events were fully booked, so please register early to avoid disappointment. The cost is \$30 for each.

Autocross starts at 9:30am for registration and waivers, and the driver's meeting is at 10am. Every driver will get the opportunity to run the course a minimum of 6 times. Late-comers will be handled on a best effort basis only and may not be allowed to run.

For those of you new to autocross or wondering what's involved, here are some common questions:

1. You say it's not competitive, can you explain more?

The focus of Autocross is the driver, not the car. Your primary goal is to improve your time over the six attempts you have to complete the course. Each time you run the course you are learning more about the car, increasing your confidence and improving your driving skills. I've seen drivers significantly improve times throughout the day.

2. What if I am new to the sport?

Participants new to performance driving are most welcome. You will practice and learn skills here that will have an immediate impact on improving the safety and skill of your regular street driving. These skills include smooth transitions, enhanced braking, and skid correction. Autocross is an excellent way to enhance your car control skills, regardless of your existing driving skill level.

3. Can I bring a family member?

I try to make Autocross as family friendly as possible. The Porsche club is about people, and we strive to make the autocross something you can enjoy with your family.

We are always looking for new locations, and this year, we hope to take Autocross to other parts of Ontario. I'm prepared to work with anyone to help plan and run the event. Please contact me through email if you have suggestions or any other questions. See you on June 1!

Mario Marrello
 m.marrello@computer.org



KEEPING YOU ON TRACK

The Seidman Kaufman Group

Tailored roadmaps for your financial well being.

Call Sean Seidman at 416.941.6733
 Sean.Seidman@RichardsonGMP.com

www.SeidmanKaufman.com

Sean Seidman, CIM®

Director, Wealth Management, Portfolio Manager

PCA Nationally Trained
 Drivers Education Instructor



Proud member



Richardson GMP Limited, Member Canadian Investor Protection Fund. Richardson is a trade-mark of James Richardson & Sons, Limited. GMP is a registered trade-mark of GMP Securities L.P. Both used under license by Richardson GMP Limited.

Auguste Automobile Service
 905-682-4242

**For all your
 PORSCHE needs call:
 Auguste at 905-682-4242**

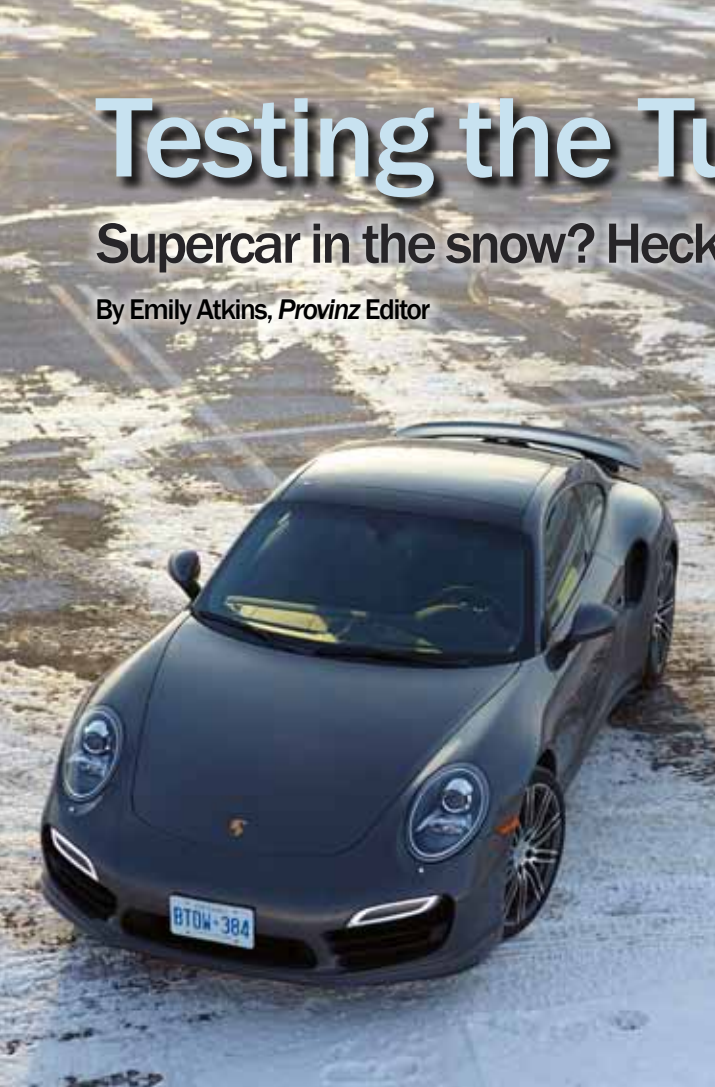
**30 PLUS YEARS OF PORSCHE EXPERIENCE
 FACTORY TRAINED IN GERMANY**

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

Testing the Turbo twins

Supercar in the snow? Heck yes!

By Emily Atkins, *Provinz* Editor



As I was about to clear the pristine blanket of snow from the 2014 911 Turbo waiting for me in my driveway, my neighbour yelled from across the road: “What’s it like driving a supercar in a snowstorm?”

Well, aside from worrying about some dope without a brain—or snowtires—sliding into me, it’s truly amazing.

Not content to just drive to around for my allotted week, I opted to see how much traction the Turbo actually has with its four-wheel drive and winter rubber. The day after the big snowstorm we went down to my favorite donut place to see what

would happen. It’s a nice quiet lot, usually empty, and with a lovely wintertime berm of snow piled high down the middle; perfect for practicing handbrake turns in my Mazda. But today there was a cop parked in the corner. My paranoid mind wondered if my previous antics had attracted unwanted attention, leading the police to stake the place out after the snowstorm. Thank goodness I was driving a different car!

I pulled a slow, polite U-turn and headed to a nearby lot that’s in full view of the road. Did I dare? You have to admit, it’s already pretty ostentatious to drive a brand new 911 Turbo around in the winter, but to go and drift in a snowy parking lot in front of an audience?

How could I face myself if I didn’t try? This car is phenomenal in the snow. It slides, it spins. And it does both with such control and grace, it feels like ballet. After 15 minutes of loops, figure eights and drifting, the car looked like it had been sprayed with snow. The roof was covered, the air intakes were jammed and the wheels had so much of the white stuff packed into them that it took a couple stern applications of the brakes to get any stopping power back. I had to force myself to stop and go home, before I got caught hooning.

The 2014 Turbo S Cabriolet and I had a much different interaction. We went on a weekend road trip of a few hundred kilometres in cold, but dry weather. On the highway, this car is dreamy. But it’s just such a shame to not be able to put the throttle down and try it out at speed.

Without a track to drive it on, my fun was had powering up from a standing start. The acceleration is so direct and forceful it’s almost frightening. It’s awesome power



in the truest sense. But totally controlled. This rocket launches you exactly where you point it. And it causes even grown men to squeal with delight.

All that acceleration is matched by the biggest brakes I’ve ever seen; those babies lock the car right back down to a stop in no time. And again, in a straight and true line.

I tried not to be one of those people who falls hard for the review car, but I have to admit it, both these babies were extremely difficult to give back. See if you can withstand the temptation when you go for a test drive.

Specs and pricing are available on the Porsche Cars Canada website.



Photos of the 911 Turbo by Andreas Trauttmansdorff. Photos of the 911 Turbo S Cabriolet by Emily Atkins





Winter driving diaries

Snowbird in a Cayman, Part II

Photos by Colour Tech South Motorsport Photography

By Andrew Combes, UCR Member

Due to the peculiarities of publishing and copy deadlines, my promise at the end of the first installment to bring readers up to date with ‘the season so far’ will be mostly unfulfilled. By the time you read this I will have had a lot more track time in the sun, but with Christmas, New Year and a short vacation over the last few, short weeks, track time has been a bit thin.

The weather in Florida this winter season has been for the most part as spectacularly good as it has been atrocious in Ontario. We have enjoyed light winds, sunny days and temperatures in the high 70s to high 80s—about 10F warmer than one might normally expect. At Daytona in December the mercury hit 90 both days, well before lunch. Sometimes there can be humidity too and on those days it is very important for us northern souls to stay well hydrated. As Martini moves ever closer to becoming a stripped out neo-racer there is one item I shall never give up. My AC may weigh 27 pounds but I’m certain it is a net gain to performance when I’m driving in hot and humid weather.

Last month I mentioned some of the tracks I have visited in Florida. I thought it might be worth going over

a couple in more detail. My ‘home’ track down here is Sebring, a 3.74 mile, mostly concrete track with 17 turns. Some of the turns are notoriously bumpy, to the point that if you are pushing hard it can be difficult to maintain hand and eye coordination. You have probably seen video of the famous T17 which connects the front and back straights, sometimes under race conditions a car will leave the ground entirely and hop sideways! Mastering that turn with its acres of room—and thus an almost infinite variety of lines—is key to a good lap.

Corner workers, safety and EMS crews are first class. You can use the pit garages, but while they may get you out of the sun and the afternoon showers, they are concrete, tall and right on the front straight—in other words NOISY—take some earplugs! There is usually a good variety of vendors present. Wine Country Motorsports have a big presence and there is a repair shop open for events.

Sebring is a long way from anywhere, stuck in the centre of Florida in the midst of orange-growing country. There are a variety of accommodations available in the town of Sebring, or a few miles south in Lake Placid. But right at the track is the Chateau Elan, which is within walking

distance of the paddocks and has many bedrooms that look out at the famous hairpin. Each evening the bar and restaurant can be found jammed with folk like us who like nothing better than a chat about the adventures of the day, suitably lubricated with the occasional adult beverage.

Notes from Daytona

Daytona is a very different animal, what follows is a little dispatch I sent some buddies back in December.

“Well today was my first time out in the upgraded Martini, first time at Daytona, first time driving banked curves, first time with Performance Drivers Group and the Audi Club, first time using a racing shop’s trackside support. Lots of firsts!

It has been a hot day, approaching 90F this afternoon, with some humidity just to make it really interesting. I arrived here on Friday at about 5:30pm, found the entry gate and drove into the infield. Wow! The place is huge. For those of us who think Watkins Glen has a lot of bleachers, well let’s just say we clearly haven’t been to Daytona. Lots of nice garages available at \$100 for the weekend which in the bright sunlit heat is money well spent by pasty northerners. It feels very decadent to arrive at 7:15am to find your car ready to go, teched, fueled and cleaned. The 7:30am driver meeting run by Audi Club gave just the necessary info about Daytona and repeatedly emphasized tyre safety. Runs began at 9am sharp and finished at 5pm, gates are closed at 6pm—all very efficient by the Daytona crew.

I was assigned an instructor who is a regular SCCA hand and drives a Cayman R PDK which was helpful. Everyone was strongly advised to check their tyres every run and to run higher than normal pressures on both sides of the car, but even higher on the uphill side [right]. I ran 43 and 37 hot R+L, it leads to weird handling on the infield road section of the course. I don’t much care for the banking. Sit there—hands off if you want—and pedal to the metal. Lots of high HP American muscle left me in its wake on the banking only to get thoroughly in the way on the interesting bits. I probably would not bother coming to Daytona again as I find the banking at once boring yet intimidating because speeds are so high. I was taking it ‘easy’ on the new engine but regularly saw 150mph coming off the banking.

Lots of high speed offs and crashes today and one formula car crashed and burned—all drivers walked away. I shall not be sorry to head out tomorrow afternoon.

Sunday was blisteringly hot, by 9am we saw 29C and by early afternoon it was in the mid 30sC. Folks who had travelled down from the northeast and midwest had seen the dismal weather reports and snow warnings from home and just packed up and headed home in the hopes of getting there before work on Monday.

continued on page 24...





Your Classic Deserves the Best!

Classic Car Porsche Certified Technician Labour Rate
\$102.00 / hr

Here at Porsche of London we use genuine parts and Porsche factory trained technicians that get the job done right. All of our maintenance is backed with a two year unlimited mileage warranty.

New to 2014, all 986 and 996 models qualify for Porsche Classic Rates!

Porsche of London
600 Oxford St. W.
London, Ontario
N6H 1T9
519.601.1322
porschelondon.com



...continued from page 23

The hotheads that had made themselves so evident on the Saturday by trying to demolish various parts of the retaining walls were either trying to coax their cars back to life or at church, possibly both. So the groups ran well and without incident as far as I could ascertain. I drove three of my four sessions and by then had seen and done enough. The last time out I was at the head of staging and never saw another car the whole 30-minute run. Well nothing that passed me, so I guess the 3.8 is doing rather well--although it is throwing an error code that suggests an air leak just before the throttle body. Luckily the Porsche Tech that won top spot in America this year [and is to be the first man trained on the 918 in Ludwigsburg] offered several free computer hook-ups and analysed the results for me: Beachwood Porsche out of Cleveland, OH.

I will probably not go to Daytona again. It is very hard on tyres and frankly I found it too easy on the infield and really boring on the banking. It has given me a new respect for NASCAR drivers--for their nerves of steel anyway. I found myself constantly thinking about the consequences of a blown rear tyre--in our track notes it was stated that such an event "usually has a very poor result". Quite an understatement by the look of some of the scars on the wall. And never let your inside wheel drop down off the banking as this will apparently immediately propel you up the banking and into the wall. In other words concentrate very hard on exactly where you are and try not to blink. Not for me...".

So what about getting your car back into Ontario? Remember, if you have any work done on it that is not of a regular service or repair variety you must report it to Customs, produce receipts and pay the requisite taxes. The ultimate penalty CBP can assess in instances of avoidance is to charge duties and taxes on the full value of the vehicle. I have driven my track car across the border, trailered it and had it trucked. Driving is exactly the same as for any other vehicle but trucking and trailering do have a few wrinkles. Those I will cover next month.



RACE PROVEN PERFORMANCE

SERVICING ALL MAKES & MODELS

Quality parts & service, scheduled maintenance & custom fabrication.

mantisautomotive.com
mantissport.ca

SPECIAL EDITION

Take your **immersion experience** to the next level with the **ZeroG™ 4.0 High Performance Package**. Special Edition Black SoftHyde upholstery responds, breathes and moves with every action and reaction. **Perform your best and Do What You Do BETTER™.**

zeroG 4.0
Immersion Seating™
massage | recline | heat

“After a day of racing at 150+ MPH, I love to relax in the neutral-posture comfort of ZeroG™ Immersion Seating™.”

David Marzarian
 Amateur Racing Enthusiast
 NASA-Trained Ergonomics Specialist
 Human Touch Wellness Authority



MEMBERS' RIDES

All or nothing

Five minutes from tune-up to re-build

By Adrian McInerney, UCR Member

A few years back I found myself as a passenger at CTMP with a couple of good pals, Dan and Darryl, both eager track-day participants. It was a spectacular day and by the end of it Dan commented, “Mac, I predict you will have a toy car by this time next year.”

Just the push I needed. I have always been a fan, and share the same birthday as the 911, so what the heck—within six weeks I was the proud owner of a 1986 3.2 Targa in Guards Red. A California car no less. Oh Happy Day!

Of course this was just the beginning. What you need to understand is I am a man of extremes. It's a weakness, but everything I do has to be 100 percent full-on or not at all. I'm a Burlington, Ontario resident with a double-car garage but no lift or any fancy tools to speak of. As a mortgage broker, I spend the vast majority of my time staring at numbers. I am certainly not a mechanic. Or am I?

My pal Dan has an industrial unit with a lift and every tool known to mankind. More importantly he has the generosity of a prince, an attitude that promotes real confidence and the freedom to use his space to “tinker” with my now prized possession. So, down the slippery slope I went.

It started with the Carrera tail and a new front valance, then exhaust, suspension, then roof seals and seats,

carpet and interior trim and then: UCR Autocross! Enough tinkering, let's play. Way too much fun. Thanks Mario!

The following season, I discovered Cayuga. A nice, technical track 40 minutes from my home where I could stretch “Red's” legs to see what she could do. Only one problem, Red's legs were...well...a little short and that just would not do. It was time to look to the powertrain and consider a tune-up.

A regular tune-up, valve adjustment, distributor service just seemed underwhelming. After about five minutes of careful consideration I decided the old 3.2 had racked up enough mileage that it deserved a re-build. So, I went on a quest, full of excitement and vigor ready to hire a pro to perform the job.

Then came the quotes. Uh oh. Now, I'm not suggesting that a good Porsche mechanic isn't worth every penny, nothing could be further from the truth, however I just didn't have that many pennies! What to do, what to do? Hmm.. I have eight fingers and



two thumbs and I hope at least half a brain so I decided, what the heck, I'll do it myself!

That day the odyssey began. I immediately started reading everything about Porsche I could get my hands on. History, technical manuals, forums, everything. I purchased the Wayne Dempsey re-build guide and read it back to front, a few times. Once I felt ready, I took a big breath and open heart surgery began in earnest.

At Dan's shop, we methodically went step-by-step disconnecting lines, draining oil, removing exhaust components, unplugging the wiring harness and various linkages for what seemed an eternity. In fact it only took a couple of hours, but the stress of the event made it seem like much more. We split the block from the transmission and then spent far too much time trying to pry the motor out of the engine compartment. Lesson learned, always drop the motor and transmission together. It is a far less frustrating experience. Finally we had the motor out and sitting on a milk crate. I stood back and reality hit, I'm all in now and there is no turning back!

This is where I should mention that one should never approach one of these beautiful motors as you would a domestic V8. The tolerances are extremely critical and there are quite a few specialty tools required to perform a rebuild. I started collecting all of the tools and parts required to complete the job start to finish. Thank you Pelican Parts. Their complete rebuild kit had everything I required with the exception of a couple of fluids they could not ship over the border and the elusive cam holding tool which is a must-have. I want to give a big shout out to the generosity of John Landry who answered my cry for help on a forum one day by offering to lend me the tool! I love the Porsche community; that tool was indispensable and without John I would have been seriously stuck. The following weekend Dan and I mounted the motor on the correct engine stand and went to work tearing it down.

As it was in great shape and pressures were right on the money, I elected to remove the fuel injection as a single unit rather than breaking it down. I sent the heads over to the famous Robert Gross in Bolton, Ontario for a complete re-build. They came back within a couple of weeks and were nothing less than works of art. By the end of that first weekend we had the entire motor apart, bagged, tagged, inventoried and ready for cleaning. The cleaning process was long and arduous, but worth every minute.

Interestingly, I found an article online regarding an often overlooked issue with the piston squirters in the 3.2 motor. Over time, these become blocked, resulting in less than desirable cooling directly on the pistons.



The motor, resting on its milk crate stand

Blocked squirters accelerate engine wear as well as engine temps, therefore reducing power and life span. With the case split, cleaning these journals is actually quite easy with a basic rubber hose, brake clean and a pressurized air line.

Within a couple of weeks I had all of the parts, tools, gleaming case halves, heads, cams, intermediate shaft, oil pump and crank shaft ready for re-assembly. It is so important to note that measuring and checking tolerances multiple times is crucial! These motors are like a fine timepiece. Everything fits to an exacting standard and post assembly “feel” is so important. For instance, if you re-install the crank or cams or the intermediate shaft and oil pump and it does not feel smooth on the ends of your finger tips when you give them a turn, the odds are they are not “right”. Don't take a shortcut. Disassemble, re-check the tolerances and try again. If it's still not right, get help. Nothing will wreck a great rebuild faster than an ill-fitting set of bearings.

In my case, all was good so I moved to the next step. Once the “Long Block” was back together it was time to set the cam timing. If you are new to this stuff, do not attempt this step on your own. Again, tolerances are way too critical, and I have to thank Robert Gross for helping me. I also decided that as it was out of the car, the transmission deserved attention. So, after a good cleaning, it too was sent off to Robert for a rebuild.

By early April, the motor and drivetrain were back together and with the help of Dan, Robert, and my pals Don and Radik, it was installed and ready for the first turn of the key. With Robert's head buried in the engine bay ready to feather the throttle, I turned the key and she came to life immediately! She belched and puked and blew smoke and then quit. My heart sank. Another

continued on page 28...



Porsche of London

Porsche of London has a commitment to deliver the combination of pure driving pleasure and impeccable quality with each of our Porsche Approved Certified Pre-owned Vehicles. This means that our pre-owned Porsche inventory has been returned as close to its original condition as possible.

Porsche Approved Certified Pre-Owned

You can be assured that your new Porsche Approved Certified Pre-Owned vehicle from Porsche of London has undergone service and preparation worthy of the Porsche name and meets the standards you would expect. Each Porsche Approved Certified Pre-Owned vehicle also comes with a comprehensive warranty up to 6 years / 160,000kms.

Porsche of London

600 Oxford St. W.
London, Ontario
N6H 1T9
519.601.1322
porschelondon.com



Thumbs up from Dan after the motor is successfully dropped.

...continued from page 27

turn of the key would prove to be just what was needed. She fired right back up and after about 30 seconds of coaching settled into a wonderful purr right at the prescribed 880-900 RPM range. Oh glorious day!

After a single teething issue—I had neglected to gap the speed sensor which dictates the max RPM for the rev limiter—I am happy to report she is run-in, re-tuned and running better than ever. The reality is that I now have a beautiful '86 911 with a brand new drivetrain, suspension, all of the trimmings and the gusto to prove it. I love driving this car!

The engine project took around 60 hours to complete. I learned an immense amount about the process, the Porschesphere and Porsche people. I look forward eagerly to my next one. All it takes is patience, the will to work through the process and a love of the brand.

If I can do it, anyone can!



THE PORSCHE-PHILE

An interview with Vaughn Warrington of Grimsby

Photo by Dickson Ly, Transgressive Media



By Stewart McKinney, Porsche-Phile Editor

Type of Porsche(s): A 1999 'road rashed' Boxster and a recently departed (sold, not crashed) 1988 Anniversary Addition Diamond Blue 911 Targa. The 911 sold very quickly to a fellow in New Jersey, and if I had had seven more I could have also sold them – the phone rang off the hook with serious buyers. I'm currently on the hunt for something older, probably a SWB (short wheel-base) 911 or a 356.

What made you buy a Porsche?

It started when I was 12 years old. A friend of the family arrived at the house for an event with a 911. He took me for a ride and I was sold! My fondness is for the lines of the car and the sound of the air cooled engine.

Any funny story or adventure?

Well it's a very positive story. Three years ago we went to the Concours d'Elegance event in Oakville. When we were leaving I noticed that I had a flat tire on my '88 911. I went to use the jack and it was jammed, and the

air pump was dead. I went back to the event and found another person with an 80's 911 and asked them for assistance, he was able to offer a jack and another person immediately offered up an air pump. It really displayed the camaraderie and spirit of the Porsche club members who were eager to assist us so readily. Even though my jack and the pump did not work, the 24-year-old spare held up very well for the drive home to Niagara.

Things you like to do in the club or are looking forward to participating in?

Jennifer, my wife, and I really enjoyed participating in the fun runs and were looking for a way to promote the Grimsby – Vineland area of Niagara. A few years ago we created the Bear Manor Fun Run. It has been a great success over the years and we are so excited that people want to come to participate every year.

You have a neat story about your Boxster, please tell us about it:

Yes the 'road rashed' Boxster is Jennifer's car. She loves the car and has accumulated over 225,000km during the years and drives it year round. It's one of the best winter cars we have ever driven and we plan to drive it until it dies. A few years ago we bought a hard top for it and I had some Michael Goddard artwork painted on the sides of the hardtop for Jennifer. It is a bit of tongue-in-cheek fun in that he uses olives and martinis in his artwork and one of the paintings is of 'female' olives peeling off their tops, titled "Olives Gone Wild".



ARE YOU A PORSCHE-PHILE?

Join in our member profile page!

If you'd like to be profiled on this page, please contact Porsche-Phile editor, Stewart McKinney at stewmacknneyca@yahoo.ca.

Organize Your Garage Today!

(we'll Give You 10% Off)

There's nothing better than getting your clutter organized for good. A leader in garage design and interior-exterior organization, OnWall Solutions has helped thousands of Canadians transform their lives, by transforming their garages and other utilitarian areas of their homes, such as basement, laundry room and mud room, into clean, organized, safe and functional spaces.



Kiss Chaos And Clutter Goodbye For Good

**Request a
Free Consultation & Save 10%
Call Today 1.877.466.9255
Visit www.onwallsolutions.com**

No Job is Too Big or Small

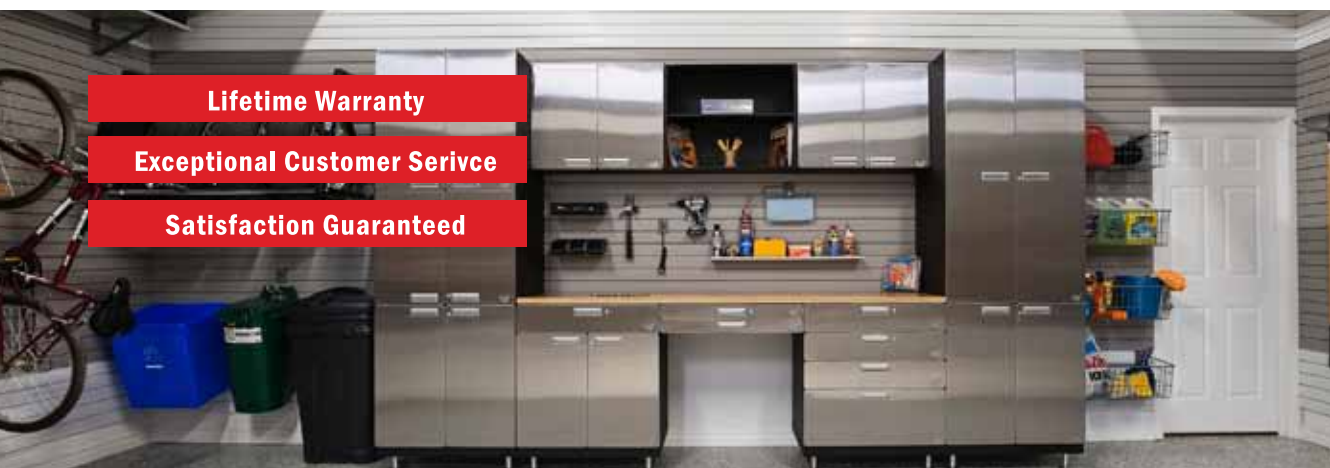
Division of Inhome Solutions

- Full Garage Makeovers in 3 Days Turnaround Time.
- Customized, scaleable solutions tailored to your organizational goals, personal style and budget
- Financing available OAC
- Highly skilled, reliable, fast and efficient
- Buy direct from showroom or order online for do-it-yourself installation
- Vast selection of superior quality, cabinets, wall and overhead storage, and one-day floor finishing systems from best-in-class manufacturers

storeWALL

CITADEL
FLOOR FINISHING SYSTEMS

herckē



Lifetime Warranty

Exceptional Customer Service

Satisfaction Guaranteed

Come And Visit Our New 3000 Sq. ft. Showroom For Great Storage Ideas

Showroom Location: 305 Supertest Road, Unit 305, Toronto Major Intersections: Allen Rd. & Finch Ave.
Showroom Hours: Mon-Fri 9-5 Weekends by Appointment

OBJECTS OF DESIRE



Emily Atkins
Provinz Editor

Hello, Kitty!

Does wishing make it true? In my case, putting the idea out there seemed to make it happen.

Little did I know as I was writing my column last month that my search for the 911 lion would end the way it has. I imagined months of searching, looking at cars and very possibly winding up by converting the 944T to a race car, against everyone's best advice.

But in truth, it was the very day the February issue of *Provinz* went to the printer, with my article about waiting for the lion, that the roaring beast rolled into my life. Before the ink was even dry on the page, it skidded to a stop right in front of me, brakes glowing, tires smoking hot. Before I knew what had happened, I was making arrangements to take delivery.

And I was completely right. My lion had been lurking right around the corner; in fact it's one I already have a relationship with. We had a brief flirtation last September when I raced it in the Indian Summer Enduro (Living the dream, *Provinz*, October 2013).

Ian Crerar, the car's owner, had bought another race car, leading me to casually ask about the pending fate of the white 911.

I was not prepared for the answer, "Why don't you buy it?"

I swooned: I was already in love. A fully prepped race car! Still mysterious, but I know some of its capabilities and its foibles. And achingly beautiful. From the moment I first laid eyes on the car, back in May 2013 at Shannonville (see inset picture, taken that cupid's-arrow day), I was in awe, or maybe it was lust. But it never occurred to me I would drive it, let alone race it, or amazingly, be able to say it is mine.



Photo by Garth Stiebel

And now it is! I'm the very proud and extremely excited owner of a 1982 911SC, RS replica, white and currently sporting modified Martini livery.

The lion will be ready to go in time for the first test day of the racing season, in April. I'll be campaigning it on the G70+ grid with the Vintage Automobile Racing Association of Canada (VARAC) this summer, with the first race in May at CTMP (Mosport).

There's really not much to do to prepare—I think—but there always seem to be surprises with older cars. I will move the seat from my 944 into the 911, as the biggest issue I had at the race in September was poor ergonomics. With my racing seat in there, I hope to avoid perpetually smashing my left knee on the cage section that runs below the dash. Beyond that there will be a few details to work out like regulation tow hooks, technical inspection and the like.

This car is the real thing. It is the lion. It's got the look, it's got the purr and it's got the 911 feistiness, just the way it should. I'm in love!



Photo by Emily Atkins

TRACKTALK



Dave Osborne
UCR Track Chair



My computer quit the other day. In this case it was an exploding transformer on the next block that turned the power off in a surge of sparks and electrical arcing. It made for a great show and gave lots of fire trucks and utility workers something to do for the evening. The downside was that two hours later everything except my computer restarted. Like most people with a vast knowledge of electricity, I continued pushing the little button, as if each time would have a different result. It didn't. I went to bed distraught because I couldn't check my email. It was traumatic.

They say no news is good news, but not when you usually read it online over breakfast. I didn't know how to dress until I opened the door to see how cold it was outside. My customers couldn't book my equipment that morning and I had no idea where I could get the cheapest diesel fuel. Then to my horror I realized that I didn't back up my accounts receivable last Friday and all of my digital artwork since the previous week could be lost. The worst thought was that the last pictures of my dearly departed Mom were on one of those hard drives. Fortunately, it was just a blown power supply. An hour, and \$45 later, I was back in business.

Computers have become dominant in our cars as well, and this technology creep is getting close to turning against us. Not in Terminator fashion, but something far more insidious than Traction Control. Do you know how much information your new car is now recording?

I noticed a year ago that one of those on-line Insurance Companies was offering special discounts if you put their little plug-in in your car. It didn't occur to me at the time that it was information about how you drive that they wanted. When that Toyota acceleration thing happened years ago, Toyota was able to download the throttle, braking and speed information

from the affected cars to determine the cause. I can only imagine what information they can retrieve two years later. Your car may steer, stop, grip and burn fuel more efficiently, and with these enhancements, it may soon be able to testify against you. Like the black box in an aircraft, law enforcement may soon be able to download your car's data at the side of the road.

Picture these scenarios. You're driving your car to a DE event, because that's where you should always be going. You get a little over-enthusiastic and a cop sees you. He pulls you over and plugs his handheld into a port, conveniently located on the top left corner of your dash. He then writes you a ticket for exactly what your car says you were doing. Then he stores your car's "testimony" for use in court, in case you decide to waste everyone's time trying to fight it.

You're driving along in the winter and skid off the road and do some moderate damage. You make your excuses but then your insurance company plugs into your dash port and your forward looking radar recorded that there was no moose in the road. In fact it shows that you were driving beyond your traction control's ability to save you and counts how many times it activated. Now you pay the reckless driving premium, thanks to your car's vigilance.

I'm not against what automotive technology can do for us, just what it can do to us. I'm troubled by computers that don't understand that off really means off and keep preventing their owners from having a spirited drive.

Next month, our Track Season begins once again. There are an elite group of drivers that we couldn't function without. They are our Instructors. This hearty group of men and women has advanced through the DE program the same way that you have. They first arrived at IDS and learned all the basics of how to sit, hold the wheel, brake and corner. They often set

themselves apart from the beginning, as they had the desire to constantly improve. They asked for extra help when they needed coaching. They thrived in traffic and matched their smoothness with courtesy. They don't like being held up in traffic and as a result won't hold anyone else up. Once signed off, they continued to work on their skills and never hesitated to have an Instructor ride along. They never tried to impress with what they could do, but were far more interested in what they could learn. They did the work.

At some point along the way, these future Instructors were noticed by the Chief Instructor and his select group of observers. Not because of some spectacular move or save, but because they were smooth, safe and consistent. After more observation they were invited to Instructor Day. Just being invited doesn't mean that they will advance, but being invited is an honour in itself. At UCR we use the PCA National Instructor Program. The mentoring, exercises, critiques and constant monitoring of that day can be pretty intimidating, no matter how talented they've become behind the wheel. The ability to go fast and the ability to teach are two very different talents. Both must be had in a large quantity to advance past that day. At some point in the future, after the score sheets have been tallied, the mentors have had their discussions and our Chief Instructor's requirements have been satisfied, that Invitee is told if they have been accepted as a PCA Nationally Certified Instructor. Their name and Certification number are then posted in the PCA database and they are qualified to teach at any PCA event in North America. Those who don't get accepted are interviewed and supportive feed-

back given to them, so they are aware where their weaknesses lie. Once those weaknesses are addressed they may be invited back the following year.

Stephen Goodbody, our Chief Instructor, still likes to see progress. He doesn't allow the newest Instructors to jump in with two feet. He carefully selects who they will get as students for the first few events, interviews their students and makes sure that they are teaching "the line" that we all use for Driver Education. The goal is to make sure that when a student is assigned any Instructor at UCR, that their DE experience will be in line with the top quality of our program.

All of UCR's Instructors are aware of the awesome responsibility that they take on when they step into a student's car. Their primary goal is your safety, with your enjoyment of Advanced Driver Education a close second. These brave men and women contribute their time and talent to encourage everyone to become better performance drivers. They also contribute their down time to Charity Events, Support Programs and any individual who might have a question. They are truly the backbone of DE and some of the finest people you will ever meet. I know that a DE, on a track like Mosport, can be a very exciting experience, but try to remember at the end of the weekend to thank those Instructors who made it all possible.

Coming soon to a race track near you,

Dave



Because not everyone drives like you do.

Kurt Bergmanis, Member Ontario Trial Lawyers Association
Member PCA UCR



kbergmanis@bplawyers.ca

Mobile: 416.561.7159

Tel: 416.256.1700 Fax: 416.256.1707

Time Tested

Trial Proven

PERIPHERAL VISION

Now, our hopes are high for getting the P-cars out of storage when we finally get some really nice days, or mild ones at least. It was a bad winter. We had the Porsche out for a run in December and January, and then waited for a clean, dry day. It was slow in coming.



John Adam
UCR Historian

The 59th annual Porsche Parade will be held in Monterey, CA, mid-June. Registration will be on the PCA site in March. This year the accommodations are spread over several hotels, as are the major banquets. Apparently, hotel prices will be divulged after you register.

Planning ahead for DE, NNJR hosts driver ed May 16-18 at Mid-Ohio. Mid-Ohio has been a big favourite at our house. NNJR driver ed registration opens two months before the event date. Mansfield is the place to stay. Travelodge had an amazing rate of C\$67 and up for May.

Track dates at Watkins Glen are interesting. Several PCA

Regions have back-to-back dates that could have you on track for five or six days in a row. It's easiest to check The Glen's website and pick your poison from May through October. You might consider taking some extra time to enjoy The Corning Glass Museum or the area wineries.

Along with Excellence, the Porsche AG factory magazine, Christophorus provides information on the company's activities and its products. Christophorus also aims to entertain readers and provides lifestyle stories, sports reports and cultural features.

The bi-monthly issues can only be obtained by subscription, which you can order online at the Porsche AG web site. You will receive the magazine every two months for €36 per year (an increase of 50 percent from last year). Subscriptions run for at least one year. Subscription payments are paid using a credit card. To order the magazine on the web site, please fill in the form at: <http://bit.ly/1fZPILV>.

Let's hope that we see you out in 2014. We expect to have a great time!



New or used, you'll find what you're looking for.



WHALETAIL CANADA
YOUR INDEPENDENT PORSCHE® PARTS SUPPLIER

Tel: 519.699.4911 or 1.800.770.6945
1026 Benjamin Rd., Waterloo ON N2J 3Z4
Fax: 519.699.5130 Email: whaletail@yourlink.ca
www.whaletailcanada.com

911PARTS



- Exhaust Upgrades
- Engine Building
- Restoration
- Tuning

Used Parts & Service for '65-'89 model years.

Mississauga Ontario

WE BUY 911 PARTS, CARS AND PROJECTS

416-435-9469 **only911parts@rogers.com**



www.huntermotorsports.ca

1711 Mattawa Avenue
Mississauga, ON L4X 1K5

905.272.5137

HUNTER
motorsports

THE STEERING COLUMN



Emily Atkins
Provinz Editor
porschemily@rogers.com

Dear Provinz reader;
Do you drive a Cayenne or Panamera? It's been a while since we heard from you! We miss you.

Provinz isn't just about track cars, you know. It's about all the Porsche cars that make us happy, that get us from place to place in style, and it's about the people who drive them.

But UCR's SUV and sedan drivers are awfully quiet. This is my shout out to all of you: please help us make this your magazine too. As the editor, I would really love to be able to share stories about your vehicles.

There must be a memorable road trip, a dog-and-kid tale to tell. Where has your Cayenne taken you that a 911 or

Cayman could never go? We'd all love to hear about your adventures, off-road or on. The Panamera is the ultimate road trip car. That big, comfy grand touring sedan is made to eat up the miles. Blink in that thing and you're in California—at least you would be if I were driving. One of you must have taken yours for a long trip in the past little while.

Don't be shy, please share. Stories don't have to be long essays. Even a picture of your car on a trip with a two-line caption is enough to whet our appetites. Your story will help *Provinz* continue to be the vibrant, colourful meeting place for Porsche owners and lovers that it has been for so many years.

And even if you don't have your own story to tell, I am more than open to story suggestions of all kinds. Please drop me a note with any idea, no matter how crazy you think it might be. I love experimentation. Let's push the envelope!

Please email me at porschemily@rogers.com



THE AIR BAG

Dear Emily,

Manual vs PDK: I have been reading with a great deal of interest the many articles and differing opinions expressed by Porsche drivers (and others) recently, and thought I would mention another aspect.

I was born in Ireland, moved to Canada in 1987, and bought my first Porsche (pre-owned) in 2007, when I was 64 years old. I had always driven manual, and when I was young I owned and enjoyed mostly English sports cars, so I naturally considered a sports car with automatic transmission a travesty!

I truly enjoyed my 911 4S convertible, but had to sell it in 2011, when I was diagnosed with cancer (osteosarcoma) in my right hand. This resulted in the amputation of my right thumb and index finger. I was very fortunate and recovered, thanks to the incredible doctors, nurses, and especially my wife who took care of me throughout, but who noticed as I was getting better that I was brooding!

So, last year (2013) for my 70th birthday, she offered me, not just a Porsche, but a new one.

Letters to the Editor

Obviously, I couldn't drive a manual, so I went for a test drive in a 911 with PDK. I admit to having been deeply conflicted, wanting another Porsche but prepared to sneer at automatic transmission. Until I drove it, when all my preconceptions and biases evaporated. I can only describe it as a very different experience--a car whose transmission perfectly matched my driving style, allowing me to enjoy the amazing handling, performance, and most of all, being able to experience the pleasure of driving a Porsche once again.

I purchased (sorry, my wife purchased for me!) a 2014 911 C4 (I drive in winters) coupe, PDK, and took delivery last August. The new 991 is an incredibly comfortable, mature, grown up car, with so much better handling and performance than my 996, which was very enjoyable, but when driving, was more like a nervous teen needing constant supervision.

All that is to say I am a convert at 70, and never thought I would be championing automatic transmission, but PDK is so much more!

Kind regards, Colin Simon

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



CONTACTS

EXECUTIVE

President

Walter Murray
1721 Cedar Avenue,
Bracebridge, ON
P1L 1W9
H: 705 646-1176
C: 705 394-8746
F: 705 646-1161
murray.dexta@gmail.com

Vice-President

Mike Bryan
128 Cranberry Lane
Aurora, ON
L4G 5Z3
H: 905 727-2979
C: 905 726-9027
mike@brycorp.ca

Past President

Mario Marrello
647 700-0093
m.marrello@computer.org

Treasurer

Robert C. Moniz, P.Eng.
905 928-7110
Hamilton, Ontario
robert.moniz@shaw.ca

Secretary

Sheri Whitlock
416 557-6331
sherihwhit@me.com

Director of Communications

Mike Welker
mike@flashframedigital.com
416 803-8438

DIRECTORS

Del Bruce
3240 Greenburn Place
RR # 1, Locust Hill, ON
LOH 1J0
H: 905 686-2690
C: 905 409-5512
delb@rogers.com

Mike Edmonds
416 738-5562
mike.edmonds@rogers.com

Arthur Quinlan
18 Front St. E.
Strathroy, ON
N7G 1Y4
B: 519 245-0342
aquinlan@quinlansomerville.com

Kathleen Wong
416 258-6320
kathleen.wong@rogers.com

Mick Oliveira
1421 Clearview Drive
Oakville Ontario
416 702-4408
aapo@sympatico.ca

EVENT CHAIRS

Appraisals

Bruce Farrow
118 Woodview Drive
Pickering, ON L1V 1L2
905 391-6917
roadshowauto@rogers.com

Autocross

Mario Marrello
647 700-0093
m.marrello@computer.org

Chief Instructor

Stephen Goodbody
250 Cochrane Dr. #2
Markham, ON L3R 8E5
B: 905 415-8248
F: 905 415-8249
lsgform@idirect.com

Club Racing

Mick Oliveira
1421 Clearview Drive
Oakville Ontario
416 702-4408
aapo@sympatico.ca

Concours Co-Chairs:

Chris Ralphs
chris.ralphs@sympatico.ca

Richard Shepard
richard_shepard@hotmail.com

DE Chair

Dave Osborne
1066 Gardiners Rd.
Kingston, On, K7P 1R7
P: 613 384-7077
F: 613 384-7044
csracing@kos.net

DE Registrar

Sheri & Neil Whitlock
905 643-3718
registrar@pcaucr.org

Fun Runs

David Forbes
david.forbes@rbc.com

Goodie Store

Andy Hunt / Nautical White
Suite 6, 6620 Kitimat Road
Mississauga, ON L5N 2B8
905 826-1777

Historian

John Adam
416 Isabella Ave.
Mississauga, ON L5B 2G2
905 270-2991
johnqadam@rogers.com

Membership

Angie & Mark Herring
2091 Cameron Dr. RR#1
Campbellville, ON LOP 1B0
905 854-3332
ucrmembers@xplornet.com

Membership Retention

Ken Jensen
49 St. Charles Street
Maryhill, ON NOB 2B0
519 648-2974
jensenk@alumni.uwaterloo.ca

Open House

Mark Solomon
905 326 3507
ml.solomon@rogers.com

Provinz Ad Sales

Clive Van Wert
416 587-8743
clive.vanwert@gmail.com

Provinz Business Manager

Richard Maskobi
Richard@ranjer.ca

Provinz Editor

Emily Atkins
porschemily@rogers.com

Rally

Sajjad Butt
(905) 567-8466
sadia.butt@utoronto.ca

Socials Co-Chairs:

Laurel Ward
416 278-6886
laureljward@gmail.com

Kathleen Wong
416 258-6320
kathleen.wong@rogers.com

Tech Editor

George O'Neill
41 Bellefair Ave, Toronto,
Ontario M4L 3T7
C: 416 399-5534
Office: 416 946-1300
F: 416 946-1308
George@ONeillRealEstate.ca

Webmaster

Ken Jensen
ken@kjensenconsulting.com



**Want to reach
3,000 engaged
Porsche owners?**
Advertise in Provinz.
Email Clive Van Wert:
**clive.vanwert@gmail.com to
find out how.**

TECH CENTRES

TORONTO

Downtown Fine Cars

68 Parliament St. Toronto, M5A 0B2
416 603-9988 www.downtownfinecars.com

G Tek Automotive

26 Cranfield Rd. Toronto, M4B 3H1
416 755-7884 jack@gtekauto.ca

HP Cars Service

1890 Lawrence Ave. E. Toronto, M1R 2Y5
416 752-7280 sales@hpcars.ca

Import Auto Service

12 B Jutland Rd. Etobicoke, M8Z 2J9
647 427-4556

MVS Motors Ltd

112 Select Ave Unit 5, Toronto, M1V 4A7
416 412-3777 mvsmotorsltd@rogers.com

Refined Motor Sports

218 Evans Ave. Etobicoke, M8Z 1K8
416 248-9777

NORTH

Alex McIntyre and Associates

PO Box 517, Kirkland Lake, P2N 3J5
705 567-3266

Auto Select

1228 Gorham St. Unit 8 and 9
Newmarket, L3Y 8Z1
905 853-0442 autoselectrepair@gmail.com

Bestline Autotech

40 Doughton Rd. Unit 3, Concorde, L4K 1R2
905 482-3955 bestlineautotech@gmail.com

Daytona Auto Centre

5309 Highway 7, Woodbridge, L4L 1T4
905 264-9982 www.daytonaauto.ca

EU Autowerks

681 Chrislea Rd. Woodbridge, L4L 8A3
905 850-7600 service@euautowerks.com

Exurocar Elegant Automobiles

4296 Carlyon Line, Orillia, L3V 6H4
705 327-8672 exurocar@rogers.com

Fiorano Racing

29 Pemican Court, Unit 8, North York, M9M 2Z3
416 741-1696 fioranoracing@hotmail.com

Greenlink Auto

23 Harlech Court, Thornhill, L3T 6L5
905 707-1921 greenlink_auto@yahoo.ca

Georgian Bay Motors

Springmount Business Park,
Owen Sound, ON N4K 5N7
519 371-9600 gbm@bellnet.ca

Hockley Autosport

8981 Hockley Rd. RR#1, Palgrave, LON 1P0
905 729-2971 service@hockleyautosport.com

Keltech Performance

60 Bullock Drive, Unit 2, Markham, ON L3P 3P2,
905 472-9688
Liam@keltechperformance.com

Pfaff Porsche

101 Auto Park Circle, Woodbridge, L4L 8R1
905 851-0852 Pfaffporsche.com

Sports Car Boutique

85 Glen Cameron Rd. Thornhill, L3T 1N8
905 731-0700 info@sportscarboutique.com

T.E. Parolin & Sons

Motor Car Sales Ltd.

1864 Seymour St. North Bay, P1B 8G4
705 474-0241 jayme@teparolin.ca

The Garage

25 Hart Dr. Unit 2 Barrie, L4N 5R8
705 790-3733 thegaragebarrie@gmail.com

EAST

Blaszak Precision Motorsports

4835 Holmes Rd. Inverary, K0H 1X0
613 353-7012 pca_ocr@kos.net

Competition Motors

203 Sunningdale Drive, Belleville, K8N 4Z5
613 967-1481 info@competitionmotors.ca

Harmony Road Porsche Parts and Service

3217 Harmony Rd. N. Oshawa, L1H 8L7
905 655-5644 harmony@interlinks.net

Madeley Automotive & Diagnostic Service

1736 Bath Rd. Kingston, K7M 4Y1
613 634-0306 madeley@madeleyauto.com

Response Engineering

1858 Manning Rd. Whitby, L1N 3M3
416 526-3487 yarko.matkiwsky@hotmail.com

RoadShow Automotive

Appraisals - Bruce Farrow
118 Woodview Dr. Pickering, L1V 1L2
905 509-4940 roadshowauto@aol.com

WEST

Auguste Automobile Service

113 Cushman Rd. Unit 24
St. Catharines, L2M 6S9
905 682-4242 augusteauto@cogeco.net

Eurotune

31 Travelled Rd. Caledon Village, LON 1C0
519 927-9929

Furtmair Auto Services Inc.

51 Bridge St.E. Kitchener, N2K 1J7
519 576-9972 fast@furtmair.com

German Autotech Inc

621 Colby Dr Unit#1 Waterloo, N2V 1B4
519 880-0227 mike@germanautotech.ca

J.B. Hunter Motorsports

1711 Mattawa Ave. Mississauga, L4X 1K5
905 272-5137 brent@huntermotorsports.ca

Leny's Automega

275 Dundas St E. Missauga, L5A 1X1
905 803-8473 john@lenysautomega.com

Mantis Automotive

1029 Speers Rd. Unit 5 and 6
Oakville, L6L 2X5
905 844-6219 david@mantisautomotive.com.

Marc Plouffe (Lumpmeister)

3125 Princess Blvd. Burlington, L7N 1G5
905 681-0869 Lmplouffe@sympatico.ca

Porsche Centre Oakville

2250 South Service Rd. West, Oakville, L6L 5N1
905-825-4530 www.oakville.porschedealer.com

Porsche of London

600 Oxford St. West, London, N6H 1T9
519 601-1322 Service Manager: Mike Salter
mike@porschelondon.com

RSP Motorsports

15 Springfield Way, Komoka, NOL 1R0
519 474-7700 info@rspmotorsports.com

Tatra Motor Sport

100 Bessemer Rd. Unit 2, London, N6E 1R2
519 870-9642 alexveronac@rogers.com

Zorotech Inc.

339 Fruitland Rd. Stoney Creek, L8E 5M8
905 643-5538 zhalavanja@zorotech.ca

RENNSPORT AND U.S.

Athol Motor Car

184 Reading St. Buffalo, 14220
716 824-2276 atholmotorcar@adelphia.net

Auto Import

1777 Woodward Drive, Ottawa, K2C 0P9
613 226-7902 jeff@autoimport.ca

Autosport MG

136 Domaine Martin, St Colomban, J5K 1J5
450 431-0332 michel@amg944.com

Mark Motors

611 Montreal Rd. Ottawa, K1K 0T8
613 749-4275
service@markmotorsofottawa.com

Tapp Auto

39 Cleopatra Drive, Ottawa, K2G 0B6
613 225-8780 service@tappauto.com

Canada's Leader In Collector Vehicle Insurance Since 1978

**Antique, Classic, Special Interest
and Modified/Street Rod
Automobile Insurance™**

37 Sandiford Drive, Suite 100, Stouffville, ON L4A 7X5
Tel: (905) 640-4111 • Fax: (905) 640-4450
www.lant-ins.ca

1-800-461-4099

⁹
NINEAPART

Your Source for Used, New Original Porsche & Aftermarket Parts for All Porsche Models.



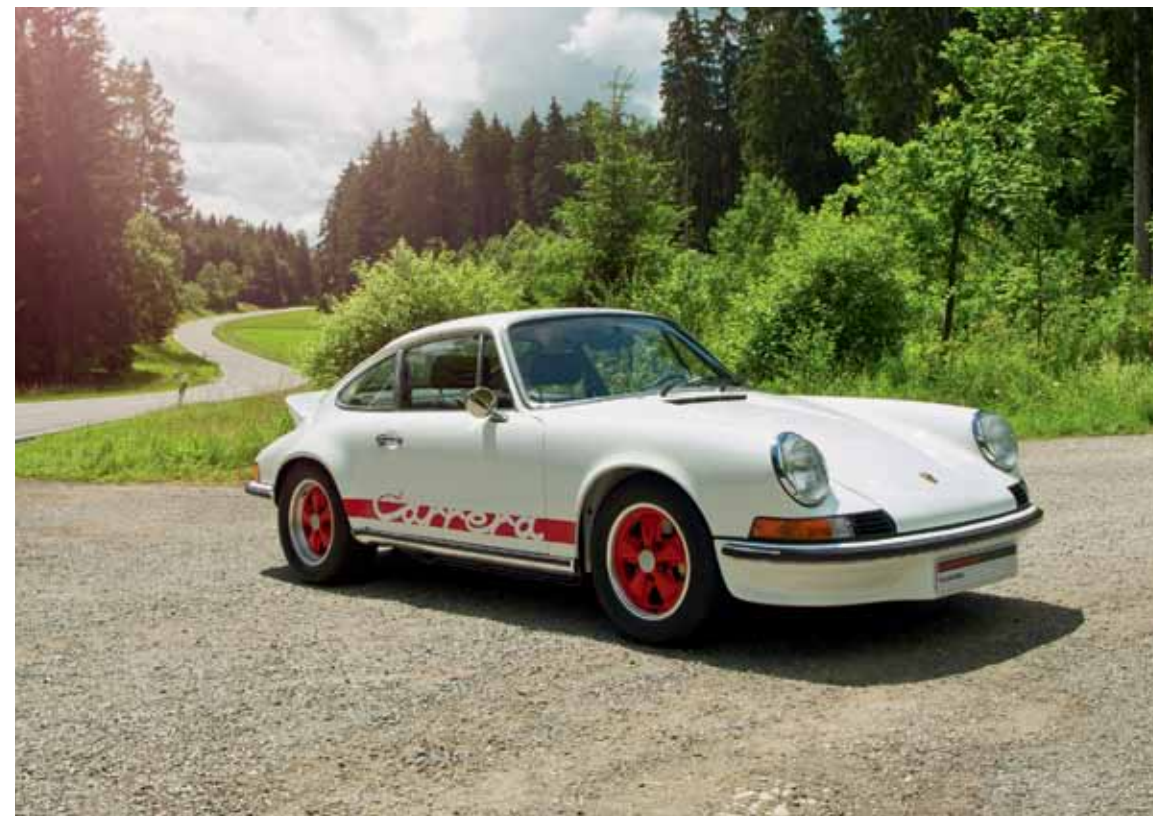
www.nineapart.com

43738 HWY 86, WROXETER, ON, NOG 2X0

| | |
|---------------------------------------|-------|
| 911Parts | 34 |
| Auguste Lecourt | 19 |
| Bergmanis, Preyra | 33 |
| Better Distribution | 25 |
| Braidan Wheel & Tire | 40 |
| Bruce Farrow Licensed Appraiser | 14 |
| Continential Tire Canada | 2 |
| CPS Flooring | 16 |
| Dent Doctor | 14 |
| Downtown Porsche | 7 |
| Furtmair Auto Services Inc. | 18 |
| Hunter Motorsports | 34 |
| Lant & Co. Insurance | 38 |
| MantisSport | 25 |
| Michael A. Coates Photography | 5 |
| Nineapart | 38 |
| OnWall Solutions | 30 |
| Paragon Competition | 11 |
| Pedros Garage | 13 |
| Pfaff Porsche | 8 |
| Porsche Cars Canada | 39 |
| Porsche Centre Oakville | 9 |
| Porsche of London | 24,28 |
| Segal Motorcar | 15 |
| Seidman Kaufman Group | 18 |
| Whale Tail | 34 |
| Zorotech | 18 |

38 **provinz**

© 2014 Porsche Cars Canada Ltd. Porsche recommends seatbelt usage and observance of all traffic laws at all times.



porscheaccessories.ca/classic

99%.

The difference between acceptable and exceptional.

The difference between 99% and 100% is the difference between imitation and authenticity. Between imperfection and perfection. Between a car and a Porsche. Certified Porsche service and Genuine Porsche Parts ensure the integrity and value of your Porsche while delivering total driving exhilaration. And every Porsche part is backed by the trusted dependability of a complete two-year warranty. Porsche. There is no substitute.

**Explore the Porsche Classic story at
porscheaccessories.ca/classic**



PORSCHE

BRAIDAN MOTORSPORT

more than just tires...



What's Included:

HERO3 - Black Edition Camera
197' / 60m Waterproof Housing
Wi-Fi Remote + Key Ring
Remote Charging Cable
Rechargeable Li-ion Battery
QR Buckle
J-Hook Buckle
3-Way Pivot Arm
1 Curved Adhesive Mount
1 Flat Adhesive Mount
Assorted Mounts and Hardware
USB Charging Cable

Be a HERO.
GoPro



Michelin reduces prices on ALL summer tires! Drop in or call us for details!

Note the Date Change: the Braidan Michelin Charity Track Day at Canadian Tire Motorsport Park will be held on September 20, 2013.



MICHELIN



**SPECIAL
SPRING
PRICE -
LONGACRE
TIRE
GAUGE:
\$54.95**



Ask for Brad Shimbashi
9399 Hwy 48,
Markham, Ontario L3P 3J5
Office: 905-209-7979
Cell: 416-460-5252

www.braidantire.com