

provinz

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

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



SEPTEMBER 2014

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



Cover: Image by UCR member Jay Lloyds. For the full story see page 24.

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

MAY

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

JUNE

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

JULY

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

AUGUST

5	Tues	UCR Board Meeting
8-9-10	Fri-Sat-Sun	Solo Lapping at UCR Club Race (Signed-off groups) CTMP (Main Track)
12	Tues	UCR Social

15	Fri	UCR Introductory Driving School, CTMP (New Facility) and Solo Lapping (TBA)
16-17	Sat-Sun	UCR Driver Education, CTMP (New Facility)
24	Sun	UCR Autocross, Toronto Star, Woodbridge
24	Sun	Hearth Place Fun Run & Car Show

SEPTEMBER

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

OCTOBER

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

NOVEMBER

4	Tues	UCR Board Meeting
11	Tues	UCR Social
22	Sat	UCR Awards Banquet

DECEMBER

2	Tues	UCR Board Meeting
9	Tues	UCR Social

PRESIDENT'S FORUM

By Walter Murray, UCR President



It was morning on Monday, August 4th. I had just completed some overdue Club matters and the choice in front of me was to write my column or get my new-to-me 2012 911 Turbo S out and take Sheila for a drive and some lunch. At 11am we headed for Algonquin Park and the Killarney Lodge on Lake of Two Rivers. I have owned my Turbo S for two months and it continues to amaze with its prodigious power-530 hp and 516 ft-lbs of torque with another 30 ft-lbs for good measure over 4,000 rpm. It is incredibly smooth and linear and the PDK is simply bullet-like in its shifts. As we turned on to Highway 11 it gave me an opportunity to accelerate to highway speeds. The Turbo S just leaped ahead with tremendous four-wheel grip and in a few seconds we smoothly merged into traffic. Wow! The drive through Algonquin Park was spectacular and reminded us of how lucky we are to live in such a beautiful part of the country. Lunch was first class and our drive back though Dwight and Dorset could not have been nicer.

However, back to writing my column. You will see in this month's issue of Provinz the announcement for our annual banquet. We are delighted to be welcoming Alex Pollich, the CEO of Porsche Cars Canada. You will recollect he was to attend last year but a little thing called the LA Auto show and the launch of the Macan got in the way. This year we have stayed away from the date conflict and look forward to getting all the latest Porsche news from Alex.

We are also delighted to welcome Kyle Marcelli, a native of Barrie, Ontario who has established himself as a racing talent in North America and Europe. Bring your questions for Kyle as he thrives on a Town Hall format.

Book early as this event is the culmination of UCRs season and fills up quickly.

On another front, Targa Prince Edward County is rapidly filling up, so sign up now and don't be disappointed. For those of you who have participated in the last two Targa Muskokas, you know this is a great format for socializing and having some fun unraveling the Rally instructions. Peter Oakes is the Chair and promises to make it an event to remember. He has even enlisted me to help, given that I arranged the previous two Muskoka Targas. Now let me see, what interesting twist should we include? Sign up to find out.

This time of year is also when we seek nominations for Officers and Directors for 2015. You will see the announcement in the magazine. It also makes me realize I am rapidly coming to the end of what has been a two-year term as your President and I am precluded by our by-laws from seeking a further term. As I look back, we have had great success winning many awards and seeing the region continue to grow. We have planned for the future with our Study, "Vision for the Future" that you can read on our website and are now implementing. We have had many great events, an award-winning magazine in *Provinz* and a website that is one of the best in PCA. What this boils down to is a marvelous and dedicated team who make all this happen. To avoid missing anyone, let me collectively thank all of these unselfish volunteers. Without them we could not make it happen. We owe them a great big thank-you. They are truly awesome.

I also want to acknowledge and thank the Board for their great work and support. They have performed as a team and I am proud to have worked alongside them. As we look to the future, you can be assured we will have a great group of nominees for 2015 and we also invite others to step forward. It is very rewarding.

Till 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
Randy & Joanne Adamkowski	Mississauga	06-911	
Mohammed Alharbi	Windsor	11-Cayenne	
Alper Alp	Toronto	14-Cayenne	Downtown Porsche
Steve Blais	Ottawa	86-944	
Svetlana Bourenkova & Serguei Bourenkov	Toronto	13-Cayenne	Downtown Porsche
Barbara Bowlby	Toronto	15 Macan S	Downtown Porsche
Steven Boyd	Greely	00-Boxster	Blair Daggett
George Boykoff	Toronto	08-911 C4S	Ross Mackin
Tony & Rhonda Lynne Brkic	Caledon	14-911 TS	Downtown Porsche
Thomas Christensen	Etobicoke	10-Boxster	
Mario Corkovic	Oakville	90-911	
Stephen Daunt	Markham	14-911 T	
Doug Davis	Whitby	99-911	
Stephen Dawe	Cambridge	03-Cayenne S	
Jon Dunski	Burlington	01-911	
David Eve	Oakville	01-Boxster	
Zoila Gallegos	Toronto	14-Cayenne	Downtown Porsche
Louis Gambino	Aurora	07-911 S	
Andrew Garner	Toronto	86-944 T	
Andre Gendron	Ilderton	03-Boxster S	
Jason Katzenback	Sault St. Marie	14-911 T	Downtown Porsche
Dorota Klimowicz	Toronto	15-Macan S	Downtown Porsche
Wing Kong	Toronto	14-Cayenne S	Downtown Porsche
Andrew Kossman	Toronto	15-Macan S	Porsche of London
Louis Kovacs	Bolton	05-Boxster	
Woon Fung Lai	Mississauga	14-Cayenne	Downtown Porsche
Javad Lajevardi	Windsor	14-Cayenne	Porsche of London
Patrick Lee	Richmond Hill	86-944 T	
Florence Lee	London	15-Macan S	Porsche of London
Jin Li	Toronto	15-Macan T	Downtown Porsche
Meirong Lin	Scarborough	14-Cayenne	Downtown Porsche
Jeffrey Lipson	Toronto	15-Macan T	Downtown Porsche
Leslie Mandelbaum	Toronto	15-Macan S	Downtown Porsche
Marco Merten	Toronto	13-Boxster S	Downtown Porsche
Andre Michael	London	15-Macan S	Porsche of London
Steve Muller	Kingston	99-Boxster	
Phil Nicols	Whitby	90-911	
Neil O'Brien	London	15-Macan S	Porsche of London
Jacqueline Orenstein	Toronto	15-Macan S	Downtown Porsche
Matthew Parr	Ilderton	15-Macan S	Porsche of London
Kathryn Podrebarac	Toronto	14-Cayenne	Downtown Porsche
Mike Salter	London	11-Cayenne S	Porsche of London
Richard Seligman	Toronto	14-Cayenne	Downtown Porsche
Guoping Su	Markham	14-Cayenne GTS	Downtown Porsche
David Tarski	Shanty Bay	14-911 S	Downtown Porsche

Wayne Taylor	Ennismore	90-911 C4	
James Tiong	Burlington	13-Cayenne S	Downtown Porsche
Ray Venditti	Kleinburg	08-911	Downtown Porsche
Boruch Weiss	Toronto	15-Macan S	
Todd Wood	Toronto	14-911	Downtown Porsche
Hui Xu	Toronto	15-Macan	Downtown Porsche
Ivan Yan	Markham	14-Cayenne	Downtown Porsche
Boris Georiev Yurukov	Toronto	15-Macan S	Downtown Porsche
Kashfia Zaman	Toronto	14-Cayenne	Downtown Porsche
John Zangari	Windsor	14-Boxster	Porsche of London
Dong Hai Zhang	North York	14-Cayenne	Downtown Porsche

Congrats!

ANNIVERSARIES

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

25YEARS

Alexander &
Margot Gandeski

20YEARS

Syed Ali
John & Maria Corville

15YEARS

Paul & Maryanne Hennig
Dennis & Carol Sakamoto

10YEARS

Don Ross
Scott Strapp

5YEARS

Michael Arkless
Harold Hynscht &
Marylou Vanderhorst
Terry Karaim
Paul Kiesewetter
Jay McLean

Paul &
Antoinette Schurter



Hit us with your best shot!

Have you snapped a great Porsche picture this year?

Send *Provinz* your best image from 2014 and we'll include it in our December retrospective edition.

Don't forget to include a credit, caption and let us know if you do not want your plates blurred out. By default we will!

Deadline is October 15, 2014.

Send all pictures to:

Provinz Editor, Emily Atkins,
porschemily@rogers.com



The bride arrived in a 2007 911 GT3

Photo by Doug Switzer



Porsche of London

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London, Ontario
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THE WAY WE WERE...

25 Years Ago

Scott Goodyear is featured in the Pfaff ad as Turbo Cup Champion driver. Parade was at Grand Traverse Resort in Michigan and Upper Canada was a hoot. Road-kill hats, toques, flags and copious amounts of Canadian beer, along with team prep of a red 944 cabrio, now dubbed Flitzer. UCR was awarded Region of the Year. Rally awards went to **Metcalf, Pateman, Pegg** and **von Bose**. **Rosemary Adam** won a trophy for Tech Quiz. Membership was approaching 600. DE was \$65 for a single weekday at Shannonville. The November Victory Banquet was \$45 and the guest speaker was PCA President **Dennis Thovson**.

20 Years Ago

Rick Dean ventured to the Canadian Grand Prix in Montreal. The **Jensens** promoted a Fall Colours Rally with a brunch at the Millcroft Inn. The Lake Placid Parade featured a champagne breakfast hosted by the **Whitnells**. **Rosemary Adam** won the Porsche trip to Europe and received the Tech Quiz & 5K Run trophies. Autocross awards went to **von Bose, Jones, Kurnick**. The **Jensens** won tires.

15 Years Ago

Scott Gerard became a new member while **Greg Doff** and **Stephen Goodbody** achieved 10 years, as well as **Rob Linder** at five years. President **Van Atter** became a DE instructor. **Van Atter** reported on the presentation of \$13,500 to Children's Wish, our designated charity. **Ken Jensen** was back at DE after a two-year hiatus and parked under the Mosport tree, next to **JVA**, then as now. The **Ashcroft/Zuppan** rally was a big hit. Maybe they would do a repeat. Radio personality **Erin Davis** was guest speaker at the Awards Banquet (\$65 registration). **Bill Comat's** 968 was for sale—**Scott Gerard** bought it. The Mont Tremblant Parade review had trophies for **Rosemary Adam** (Tech Quiz & 5K Run) and **Maria Corville** (Tech Quiz). UCR was honoured for its charitable work. **Cray Scarlett** and **Andy Hunt** added a lot of zing to the Parade Goodie Store.

Contributed by John Adam, UCR Historian



SOCIAL EVENTS

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

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

Your Socials Co-Chairs, Laurel Ward, Kathleen Wong



Coming Events

Date: Tuesday, September 9, 2014

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

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

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

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

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

Kindly RSVP to: socials@pcaucr.org

Date: Tuesday, October 14, 2014, 6:30-9:00pm

Venue: Mimico Cruising Club 416 252 7377 www.mimicocruisingclub.com

220 Humber Park Bay Road W, Toronto, M5V 3K7

Speaker: Peter Cheney, National Drive Columnist, Globe and Mail

Peter Cheney is well known among car enthusiasts as an award-winning feature writer and investigative reporter, writing his driving column with the Globe and Mail for the past 25 years. He has much to share with club members at this October Social. His thoughtful views, inside perspectives, enjoyable human interest stories and his passion for driving will put interesting colour on all things auto and Porsche-related. Peter's interests in other adventure activities include aviation having been an advanced glider pilot and a motorcycle racer.

Please RSVP to: socials@pcaucr.org



Kees Nierop instructing at the Porsche World Roadshow at CTMP in 2013

Photo by Estel Zweig



AUGUST SOCIAL Auto Storage Palace

Story and photos by Kathleen Wong, UCR Director and Socials Co-Chair

Our August social was hosted by Auto Storage Palace, a premiere automotive storage facility located near Dufferin Street and Finch Avenue West in North York, Ontario. This is a 33,000 sq. ft. temperature-controlled facility with an indoor capacity of 140 cars, and it is equipped with 24/7 video surveillance using a state-of-the-art motion-detecting security system. The concept is brought to Toronto by David Empringham, a Canadian professional racecar driver, and his partners.

About 75 PCA-UCR and BMW Trillium members attended the event with 62 cars (mainly Porsches and BMWs) parked inside the facility. Zack Empringham (David's brother and the general manager of the facility) and Alan Empringham (father of David and Zack) greeted all guests to the event and treated us to gourmet sandwiches, pizzas and beverages.

Zack told us the facility offers several packages for storage depending on the level of services chosen. For instance, the facility can provide regular visual inspection and tire-pressure checks for cars stored in the facility. It can also include scheduled vehicle start-up and short indoor track exercise. The facility has an extra 20,000 sq. ft. of space available for expansion, and Zack expects to have a lounge area and a boardroom furnished by next winter.

Zack showed us an in-car video of David Empringham explaining the driving

line at Canadian Tire Motorsport Park (aka Mosport) <http://www.youtube.com/watch?v=W96rsnyob-Y>.

The evening ended with a raffle prize draw and prizes were handed out to the following seven lucky winners:

- Greg Martin and Guido Gallomazzei each won a Street Survival School gift certificate (valued at \$75.00) for G/G-2 licensed drivers of age 25 and under, sponsored by PCA-UCR and BMW Trillium. The next Street Survival School is on Sunday September 28, 2014 at Powerade Centre (7575 Kennedy Road South, near Hwy 407) in Brampton.
- Hazel de Burgh and Sencer Erkaya each won a \$50 UCR goodie store gift certificate, donated by PCA-UCR.
- Derek Hanson and Mike Bryan each won a one-month free storage "Gold" package at Auto Storage Palace, valued at \$250.00.



- Tomy Poon won a free detailing package offered by Tyler Madill at Elite Mobile Auto Detailing (Elite). Elite has fully insured and certified detailers with mobile units, which are fully equipped with their own water and power supply, and are capable of providing professional detailing services at a customer's home or workplace.

We thank Zack and Alan for their warm hospitality and generous donations. If you are looking for more information about the storage facility, please check out the website at <http://autostoragepalace.com>.

And a special thanks to Matthew Lam for helping out at the welcome desk and directing traffic inside the facility.

Awards Banquet Coming Up Saturday, November 22, 2014



Our Awards Banquet is an evening of celebration. It is an occasion to give recognition to the members and generous sponsors who enable us to deliver the "Porsche" experience throughout the year. It is also a time to enjoy the camaraderie of our fellow

members while hearing about the latest Porsche news and listening to the incredibly successful journey to world class recognition by one of our very own.

We will also honor the exceptional support of our Porsche dealers in helping us to become the second largest of the 141 Regions in PCA. So come out and be part of what promises to be a memorable evening.

A great menu with wines to match

Our venue will again be the Riviera Parque Banquet Hall which is near Hwy 400 and Hwy 7 and so you can bring the Porsche and get there easily.

The Riviera Parque often hosts banquets-- a venue that knows how to please those with discriminating tastes. We have worked together to design an exciting menu with wines matched to each course.

There are many reasonably priced hotels in the area.

Guest Speakers

The latest Porsche news



Alexander Pollich is Porsche Cars Canada's Chief Executive Officer. As the CEO, Pollich brings strong international experience to lead Porsche's Canadian presence. Expect to hear all the latest news from Stuttgart.



Kyle Marcelli

"If you work hard enough, and want it bad enough, dreams do come true."

It was Kyle's uncle Mike that first took him to the local rental go-kart facility in Goodwood, Ontario. From that day forward all he dreamed of was a career in auto racing. Kyle debuted in his first race at the Simcoe Kart Club in 2001 at age 11.

Canada's Kyle Marcelli has established himself as a professional racing driver. He has successfully campaigned many partnerships and brand ambassador roles, including Pfaff Automotive Group. Kyle caught the attention of Porsche Motorsport. In 2013 he competed in four rounds of the Porsche Carrera Cup Deutschland.

The menu with accompanying wines

Reception

Armani Pinot Grigio

Mushroom soup with garlic herb crostini

Wine TBA

Green salad

Filet mignon wrapped with hickory smoked bacon along with giant grilled shrimp
Wine TBA

Cherries Jubilee Flambé
Wine TBA

We will make every effort to accommodate your food allergies or special dietary needs if requested.

When: Saturday, November 22, 6:30 pm reception, 7:30 dinner

Price:!! \$90 per person

Where:! Riviera Parque, 2800 Hwy #7 West at Creditstone, Vaughan, Ontario L4K 1W8
Three traffic lights east of Hwy 400. Stay in left lane, turn left onto Creditstone and then immediate left at traffic light into parking lot.

Information: Walter Murray murray.dexta@gmail.com

Registration: Registration is at: https://clubregistration.net/events/event-details.cfm?event_id=6080

Closing date: Your booking or cancellation must be received by **Friday, November 14.**

TECH SESSION

Porsche 911 and Boxster Cabriolets

They are not the same

By Pedro P. Bonilla GCR PCA

Even though you think they are, they are not the same!

I'm referring to the convertible top mechanisms in the Carreras and Boxsters. Because they shared so many parts, at least the first generation Boxster ('97 - '99) and the first wasserboxer Carrera in '99 - '00, you would think that the soft tops share the same mechanism. You thought wrong.



They're both operated from the same switch in the dash and (at least in the first generation of cars) you had to engage the emergency brake (now you can operate with the car in motion), but in the Boxsters, an electric motor operates two independent mechanical transmissions (one on each side) via cables, much like the old mechanical speedometer cables. The clamshell, or protective shroud that you see first start to raise before the top goes down, is operated via the same motor through a set of rigid, ball-jointed arms.



Tech Editor's Note: In a recent column I reviewed the three main maintenance issues with convertible tops. In a timely follow-up to that piece, Pedro Bonilla has provided an article about the key differences between 911 and Boxster convertibles that we thank him for allowing us to publish this month. I think you will find this as informative as I did, and an excellent addition to our body of knowledge about Porsche Cabriolets. As always, please send your feedback to me and consider submitting an article about any Porsche tech-related issue you wish. Contact me at: George@ONeillAdvisors.ca

George O'Neill



In the Carreras an electric motor operates a hydraulic pump which sends oil to two hydraulic pistons (one on each side) which then operates the soft top. The clamshell in the Carrera is operated by a second electric motor, which starts first, before the hydraulic pump starts to operate.

The systems are quite complex because they don't just put the top up or down, they perform a series of tasks.



In the Boxster:

1. In the first generation Boxsters the handbrake needed to be engaged and the red light on the dash needed to be lit otherwise no power went to the tops motor.
2. The tops latch needs to be manually unlatched, which in turn opens a microswitch which allows the windows to drop slightly and at the same time sends a signal to the central locking unit to let it know that the top is unlatched.
3. Pressing the tops switch on the dash turns on the tops dash light. Continuing to press the microswitch through the complete cycle starts to open the clamshell and the tops frame begins to fold on its own. Older cars with plastic rear windows should have the plastic "helped" by hand in order for it to fold straight down the middle. Newer cars or older cars that have been upgraded have a glass rear window that obviously doesn't fold but fits inside the tops frame as it comes to rest over the engine.

As the top is nearing its resting place, the clamshell begins to close over it until the motor stops on its own and finally the tops light on the dash goes off letting the operator know that the cycle is complete and that the button can be released. This is all done in a matter of only 12 seconds!

For those who are so impatient they cannot hold the button for that period of time, there is an aftermarket product called the One-Touch that will do it for you with a single touch of the button. It will also make your wallet significantly lighter.

In the Carrera:

When the dash button is pressed, the tops latch automatically drops and unlatches the tops front edge. The windows (all four) start to drop all the way down and the clamshell starts to open.

The hydraulic pump pressurizes the system and sends oil to each of the two hydraulic pistons, which start to move the top until it reaches its resting place. The clamshell then closes over the top and rests in its original place.

Because they are complex mechanisms, some of the components can and will fail over time and could leave you with a non-functioning top in the open position which is not good, especially here in Florida, where we only have two seasons: the rainy season and the very-rainy season.

So, what can fail, and what can you do? The most common failures we've seen are:

In the Carrera, leaking hydraulic pistons. These tend to leak out oil through their seals, once they become dry and brittle from age or lack of use.

You may notice they are leaking in one of three ways:

1. The hydraulic pump runs but the top barely moves or doesn't move at all.
2. You can see a puddle of hydraulic oil under the corresponding side, just in front of the rear tire.
3. When the top is down you can actually reach in and feel the pistons. If they are oily, they are leaking. If you are caught with the top in the Open position and need to close it, while pressing the tops button, hold the front edge of the convertible top and manually pull up and forward assisting the failed hydraulics. Keep the button pressed until the latch securely closes. Now the top is secured in the closed position but you will need to have the hydraulic piston(s) replaced. Not cheap. They can also be rebuilt for a fraction of the cost of new ones.

In the Boxster, there are various failure points.

1. The transmissions have internal nylon sprockets designed to break before causing damage by an improperly operating top.
2. The transmission cables tend to stretch their outer shrouds and disengage with the transmission thereby rendering the corresponding transmission immobile and warping the top since only one side works.
3. The convertible's plastic link ends (black and or red) break, causing the top to open/close one side only.

If any of these things happen, there is an emergency procedure to allow you to manually close your convertible top: Remove the black plastic link covers on the outer edge of the convertible top. Using a large flat screwdriver or pry-bar, pry off the black-tipped link on either side of the top. This allows you to manually lift back the clamshell. Using the same screwdriver or pry-bar, pry off the red-tipped link on either side of the top. This allows you to manually raise the convertible top. After the convertible top is closed, securely latch it and then close the clamshell by hand. Because the clamshell is not properly secured, maintain a safe maximum speed of less than 60 mph until you can have the top repaired.

Happy Porsche'ing,
Pedro



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PRESENTING THE 2014
UCR CONCOURS D'ELEGANCE
 And Show & Shine Event

*The Porsche Gathering of the Season
 - don't miss it!*

SUNDAY, SEPTEMBER 21
 9:00 am - 2:00 pm

On the beautiful grounds of Legendary Motorcar Company in Halton Hills, Ontario - featuring the added attraction of the stunning Legendary automotive displays of classic cars.

Once again, we will have Peer-Judging - every participant judges cars of another class! Plus one People's Choice winner will be selected by all spectators and participants. Additionally, we will offer a Full-Concours Class to a limited number of participants at an additional fee.

All Porsche cars are welcome, from 356 to Macan, and will be divided into 18 separate classes. Also welcome: Special Interest and Competition Porsche Cars. Non-PCA members are welcome to enter too!

EVERYONE'S A WINNER with a new super-low price! Registration Cost is only \$20.00 including tax, payable at the gate by cash or cheque. There will be no pre-registration; just show up that morning and park your car in the allocated area. Plus, everyone will go home with a special trophy this year - just for participating!

Spectators: All are welcome to drop in on the Concours, free of charge, and get to vote for the People's Choice Award!

This is a fun family event, in a very relaxed setting; a variety of food will be available from a caterer - from breakfast to lunch.

Rain Date: Rain dates have been set for every following Sunday. Please see the UCR website homepage for last-minute updates.

For additional inquiries, please contact Chris Ralphs, UCR Concours Chair, at chris.ralphs@sympatico.ca



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GOT A GREAT RIDE?

Share it with the club

Would you like to share the story of yours? Do you know someone with an interesting Porsche? Provinz is looking for cars to profile. Every month we'd like a different car in these pages, highlighting our members' unique Porsches, why they love them and what they've done to them.

It's easy to get involved—just drop me a note at porschemily@rogers.com and tell me about the car you have in mind. I look forward to hearing from you!

Emily Atkins
 Provinz Editor
porschemily@rogers.com



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PCA/UCR 2014 NOMINATING COMMITTEE SEEKING RECOMMENDATIONS

UCR's Nominating Committee nominates candidates for election to the elected offices of the Club and conducts the annual elections.

The elected offices are President, Vice President, Secretary, Treasurer, Director of Communications and five Directors.

The Club's Board of Directors comprises the ten elected officers and the most immediate past President.

If you are interested in being nominated by the 2014 Nominating Committee for election this year, or wish to recommend another person for nomination, please advise the Chair, Walter Murray at the following email address: murray.dexta@gmail.com. You can contact any other member of the 2014 Nominating Committee, namely Mario Marrello, Guido Hafer, Mick Oliveira or Peter Oakes.

2014 Fun Runs

Sign up now!

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



Photo by Garth Stiebel

2014 Fun Run Schedule:

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

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

Saturday, October 4: Fun Run TBA



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Targa 2014

The fourth annual UCR Targa

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

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

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

SCHEDULE: This Targa follows the structure of the two Muskoka Targas, specifically:
Friday evening drivers/navigators arrive for an evening reception with local wines; dinner on your own at the Waring House or in Town.
• Saturday morning breakfast starting at 7:30 am (full breakfast included in room rate) followed at 9 am with a Drivers/Navigators meeting to review Targa rules. Cars leave at one minute intervals, starting at 10 am.
• Saturday lunch at a location to be decided, and a start for the second course to finish at the Waring House.



Photo by P199 (Own work) via Wikimedia Commons

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

ACCOMMODATION & EVENT COST: Available for 32 couples or singles—that will mean a maximum of 32 cars.
• \$204/room night, two night minimum, includes breakfasts and HST (book directly with Waring House—see below)
• \$172/person, for event costs AND includes cocktail reception, Friday, lunches Saturday & Sunday (no alcohol), banquet, including wine, Saturday evening, and all other event costs

REGISTRATION: To participate, first come first in to participate in this 32-car event.
• For Event Costs - SEND a completed EVENT FORM which is on the UCR website at:
<http://pcaucr.org/wp-content/uploads/2014/04/Targa-2014-Application-Form-FINAL.pdf>
• For Hotel Room Booking - CALL the WARING HOUSE, 1 (800) 621-4956, ask for Porsche Club Members reservations, October 3 & 4.

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



Blue Mountain Lakes & Rivers Fun Run

By Veronica Low, UCR Member Photos by Jeremy Gunness, UCR Member

On Saturday, July 26th, a sleepy-eyed group of PCA UCR members made their way to registration by 9:30am at Tim Hortons at the corner of Hurontario Street and Mayfield Road. Why? For the Blue Mountain Lakes and Rivers Fun Run. Although there was rain in the forecast, even the weather cooperated.

This year's Blue Mountain Lakes and Rivers Fun Run sold out within weeks, with many PCA UCR members coming on a Fun Run for the first time. They were not disappointed. Once again, organizers Hazel de Burgh and Don Lewtas delivered a stunning 220km route that meandered through some of Ontario's most beautiful countryside. With 30 cars registered, including seven new teams, this fun run was going to be fun and competitive! After a short but informative briefing, the first group set off, led by a white 911, and the second group set off about 15 minutes later, led by a silver 911. There were five decades of Porsches following closely behind, including more 911s, a 912, a 930, several Boxsters and a Cayman.

The winding 220 km was divided into 3 Routes: A, B and C,

with quiz questions and related clues, such as "How many times did we cross the Pretty River on our route, and on what leg(s)?" "What is the name of this lake (photo) and what leg is it on?" and "What river is River Road on?" Except for being grouped according to Route A, B, or C, none of the clues was in order.

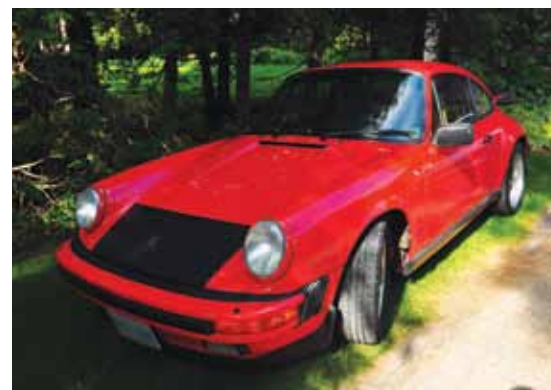
Each team also had a set of driving directions, including safety warnings (in red) and social notes (in green). One had to pay keen attention to get the directions and the answers right. Having a good navigator was a must...or at the very least, one who enjoyed the scenery and the ride.



The first route of 14 legs and 60km took us from Tim Hortons, along winding roads and bridges, past the Ontario Badlands and along the Forks of the Credit River—right to the heart of Hockley Village—where we stopped at the General Store for a quick 15 minute break. Teams could be heard muttering how challenging this year's fun run was as they stood in line for coffee and fresh pastries: this year one needed extra brain-fuel to get all the answers right!

Our second route had us heading towards Duntroon Highlands Golf Club, for a buffet lunch, a mere 84.9km away from the Hockley General Store...with 19 legs to navigate, questions to solve and clues to look for! Lunch saw the two groups of Porsches reunited for not only a photo op, but a chance to score some quick (and not easy) points: "What's the most popular colour for Porsches on this fun run? And how many are there? (The colour choices are: black, blue, green, grey, red, silver, white or yellow). This led to a lively, spontaneous debate: Is that Porsche silver or grey?

Our final route of the day took us from Duntroon through the hills and valleys of the Blue Mountains, and included some breathtaking vistas of Georgian Bay. With 21 legs,



Route C had the groups travelling 74km, into the Town of Clarksburg, to the charming and welcoming seasonal home of Hazel de Burgh and Martin Tekela: "Beaver Lodge".

As the group socialized, some commenting this was the most beautiful yet toughest fun run to date, a smaller group carefully tallied up the questionnaires. With a score of 62 out of 80, the winning team was Chris Root and Debbie Fleming!



Niagara-on-the-Lake Fun Run

By Richard Zuccato, UCR Member Photos by Richard Zuccato and Michelle Gamauf

There's a great Porsche TV commercial that you may have seen on YouTube, called "Inner Fire". The commercial mentions a "barely contained energy" that "bubbles over", "breaking free", and refers to "finding the right spark". I'm that jubilant little kid in the commercial with my arms in the air, at least that's how I feel when I'm with our UCR friends, driving a twisty road (wind in my hair?) with my beautiful wife by my side.

With great excitement and anticipation, I always look forward to joining all of our Porsche friends for a day of shared joy. It's been said many times, but it really is the great people that you meet in our club that makes being a member of the UCR so rewarding.

My wife and I have been to 10 Fun Runs since joining in August 2012, and I always look forward to each event with that same "barely contained energy", I just can't help it.

Joining up with Guenter and Michelle Gamauf for their Niagara-on-the-Lake Fun Run was particularly exciting for me because I had just had my exhaust system customized, and because I was bringing along my newest toy, a DJI Phantom flying camera.

It was great to see our friends and to catch up on what everyone had done with their cars since we had last met. I flew my camera around the parking lot to capture images of the group, and then after receiving wonderful goody bags from Guenter and Michelle, along with the requisite driver's talk, we were off.

Guenter and Michelle had a lovely route planned, taking us along beautiful sweeping roads in Ancaster, along the Grand River to the quaint Peach Country Market in Vineland. There, fresh-baked goods tempted all of us (many of us gave in, including me). I filmed a little more here, capturing some nice shots of our cars lined up in the parking lot.



Then we were off on more beautiful twisty roads, to our next destination, Flat Rock Winery near the town of Jordan. Our congenial host took us on a fascinating tour of his state-of-the-art winery, along the way allowing us to sample some of his finest.

When we were ready to depart, Guenter told me that there was a great spot that I could film from, down the road ahead. My friend Mike Ellig generously volunteered to drop me off up ahead, and to pilot my vehicle for me in the video. Donna, Mike's wife was kind enough to take my wife Claire with her. One by one the group drove



by me as I piloted the helicopter over the road. With Mike's help, my car was also in the video, and you can actually see me and the flying camera for a brief moment as well! Thanks Mike, very much appreciated. Be sure to check out the Niagara-on-the-Lake video on the UCR website to see how it turned out. (<http://tinyurl.com/karpuz8>)

Then we were off again on some really nice roads with stunning scenery in gorgeous Niagara-on-the-Lake, heading for a delicious lunch at The Old Winery Restaurant. Sitting outside on the patio and sharing stories with our friends was so enjoyable. What a great day we were having.



But there was still more: Guenter and Michelle took us on our own Porsche Parade right down the main street. It was great seeing the enjoyment and hearty waves from people walking along as we drove by. To top it all off, we ended our Fun Run at Chocolate FX in St. David; truly a sweet ending to a truly sweet Fun Run.

Many thanks to everyone who came out, to Porsche of London for the "goodies" they supplied, and especially to Guenter and Michelle for putting together such a well-organized and enjoyable Fun Run.



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Open to all 1964 to 1973 911's, 912's & 356's

When: Saturday October 4th, 2014 9am

Where: Campbellville ON. 401/Guelph line South to Crawford Cres
 The Trail Eatery / coffee& breakfast, Greet & Meet

Pls note: Location may change if group exceeds capacity

Event: Get to know all of your fellow owners/ Best source of info.
 Leisurely drive in the country to obscure restoration facility
 where we will display the cars and observe many of the
 details (mechanical & body) that goes into a full restoration.
 During which time a BBQ lunch will be served.

Come out for an informative , fun afternoon with your Porsche, we are sure
 many of the questions you may have about your car, or your plans for it, may
 be answered in what is to be a fun filled informative afternoon.

All the details as they evolve will be updated on the 911S Registry, Canada
 forum. In order to accommodate the facility for the BBQ and the restaurant
 for breakfast (**You must be pre-registered**). Pre-register by PM
 (private message "therapy") on the 911S registry Canada Forum or send me
 an email terene2@hotmail.com, with contact info (e mail / telephone number
 and / model / year of car).

We want this to be the prelude to many get together's throughout the year
 whereby we can exchange ideas, parts, labour, to enhance our hobby. Please
 encourage anyone you come across with a Long Hood or 356 to join us.

**Registration is already over 50% capacity, so register today and put it on your
 calendar.**

Note: R-Gruppe & Outlaws Welcome!

Terry

MEMBERS' RIDES



Is
orange
really the
new black?

Story and photos by Jay Lloyds, UCR Member

My 40 years of involvement with Porsche has given me the opportunity to build, rebuild, restore, modify and race some of Porsche's most desirable models. This has been the only motivation that keeps me coming back for more. I have owned many Porsches over the years and more often than not I have modified them into something I hope puts a smile on the faces of the people that see them.

Some of the most popular models I have built range from the early 911S, RS, RSR to 930, 935 and many more. The one model that left an indelible mark on me besides the RSR 2.1 L Turbo was the Homologation race/street 934, a stunning, swelled up monster jacked up on steroids that leaves most people with their jaw dragging on the floor. If it was painted in the famous Jagermeister orange, well that was an added bonus. The 934 is a 911 so rare that most likely you will never see an original one outside the safety of a museum and if you do, it will probably be at an 'Old Timer Racing' event doing laps at speed, though with "groß" caution.

An opportunity presented itself in 2010 in the form of an original 1981-930 turbo in chocolate brown. The owner, Suzanne Lord (Peter Carroll is her husband) presented me with a proposition. Those involved with Porsche Club DE days know these two, and you'll know they can really hustle a 930 around Mosport, a task that is "thorny"

at the best of times. Suzanne and Peter offered the car to me with certain conditions. Those conditions were that I build the Turbo into something they both would love and be proud of. Without thinking twice I shook hands on the deal.

I did have some concerns as this car had been serviced in Montreal and I did not have any history. But between the servicing of customers' Porsches I would work on the project in the small hours and weekends so that my friends and customers would still have priority.



The 930 Donor car before 'surgery'.



The interior just before I tore it apart.

The day it started I took a deep breath then ripped this 930 into pieces until all that was left was a chassis with the wire harness hanging out of it. Once the car was stripped away my concerns were quickly quashed, it was in fact a perfect example and with that came the perfect platform to build this 930 into either a "near perfect restoration" or something that would make people want whatever I had decided to create and at the same time keeping Suzanne and Peter happy.



Fitment testing.

A lot of thought went into deciding on the build route, I had never before restored or built a 934, though had the opportunity to work on a couple of original ones in the early eighties owned at that time by Alan Hamilton, the Porsche Importer to Australia. So with a little apprehension I chose the 934, the colour was an easy choice it had to be none other than the eye-popping "Jagermeister Orange" that, accompanied by the bloated bodywork finished off with satin black trim, would—for me—make the perfect Porsche "Street Rod".



Out of the oven.



Pre-prepare for paint.

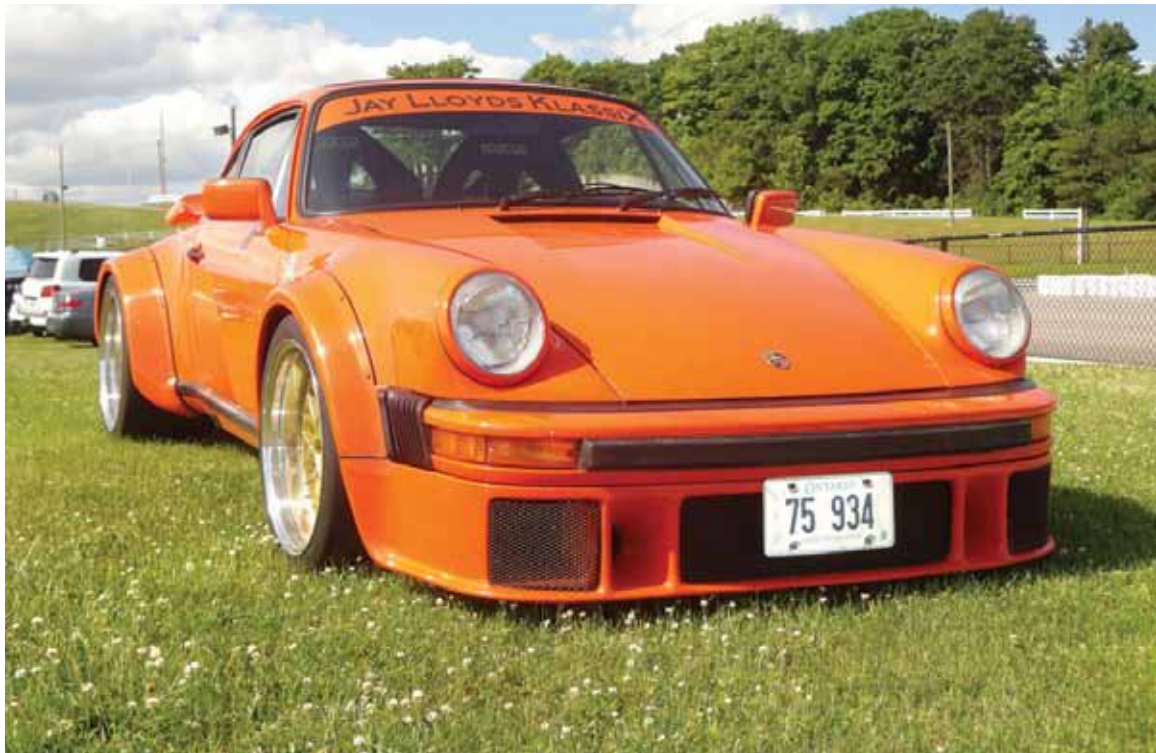
With what I envisaged deeply buried in my undersized brain I got the cutters out and carved away all the beautiful work Porsche had done to make the 930 what it is. Peter had given me a set of 934 fender extensions which he had purchased hoping they would work for his grey 930 but they were so badly made, warped and imprecise he quickly abandoned the idea once his body guy told him the cost of repairing them and then grafting them on.

Peter still loved the shape of the 934 so he purchased a narrow version of the sculpted front and installed it on his 930. So now it was up to me to make the tough decision to use these pieces or not, knowing full well how much time, materials and cost it was going to take to mould them into something even close to what I would call acceptable. I began modifying, installing, and re-modifying the panels again and again until eventually I came up with extensions that were 'almost' perfect, but that was in my opinion. At a guess only 25 percent of the original flare-extensions that Peter gave me were used, the rest were cut into small pieces and tossed. Then with over 400 hours into the steel work and glass-fibre work while paying strict attention to fit, finish and the small details, the car was ready for the next stage of the build.

I sent the chassis to my friend and extremely talented painter, Jack. Jack has been doing paint for me for many years and the customers that I have sent there to have work done have rejoiced in finally finding a paint specialist that



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...continued from page 25

is reliable, on time, cost effective and with the added bonus of doing really beautiful paint.

Once I took delivery of the painted chassis I went about the daunting task of reassembling the entire car, starting with a new headliner, new windscreen, all body and trim seals, new lights and hundreds of new nuts, bolts and washers. I have for many years always installed all the trim, lights, interior even the front and rear windscreens, doors and body panels, I do this because I just do not trust anybody to do it to my standard even the headliner is done by me. As my father taught me: if you want it done properly, do it yourself. To finish off the outside look, I had my friend Jimmy Yee from Autoart make me up a special order set of the Autoart VY wheels. They are eight and a half inches in front, with a 12.5-inch rim in the back spreading a thirteen and a half inch footprint—now that’s a big shoe for a 930.

I wanted the underside of the car to look as good as the top, so I went through everything, with restored suspension, modified brakes and all new hardware. I completely freshened up the transmission by fully cleaning the case I wanted to have that ‘off the shelf’ look to it, once stripped down I replaced all new bearings, stop rings, brake bands, selector sleeves and shifting forks. I also upgraded with a new limited slip differential. A Kevlar clutch system with a lightweight flywheel and pressure plate was chosen over the Porsche performance units. I have had great success with these clutch systems, currently over twenty of my customers use this clutch system in their cars, both on the track and the street and the feedback generated is all good.

A 3.6-L normally aspirated engine was chosen over the original 3.3 block because of its torque differences. The modifications consisted of a complete rebuild including mods to the crankshaft and the oiling galleries all new bearings, oil pump, pistons, modified rods, chains, intermediate shaft and performance hardware, fully ported



Fabricating the intake system.



and polished heads, special cams and valves then on top of all that I turbocharged it. I fabricated a new intake arrangement starting with a set of manifolds off of a 3.2 litre NA engine. These are particularly good as they both have combined-equal distribution plenums with almost equal length runners. The 959 and many other performance Porsches used this style. It has 12 Bosch spark plugs, the same type used in the 965-C2S 3.6ltr turbo, massive single phased-stage injectors with a three inch throttle body getting boosted by a modified K29 turbocharger, stainless headers with a muffler showing a single four-inch pipe protruding dead centre under the rear valance was chosen, but just recently I modified the ‘Auspuf’ to two unequal length twin pipes. It gets a lot of attention. People have asked me “why” and my answer is always, “why not”.

From my point of view, my Porsche 934 looks outstanding, performs and handles really well and it accelerates in a way that rolls your eyes into the back of your head. It does not drive and handle like a race or track car—I wanted it to be as friendly as possible as my daily driver. It easily passed a safety after the completion of the final assembly and did not need an E Test as the 930, was at that time 32 years old. The project took two and a half years to complete in between my customers’ Porsches, which for me is more important than my own projects, mostly I worked after hours and weekends and by working these hours I was not taken away from my project due to walk in traffic or the phone ringing.

The strangest story regarding this build was the car had been completed and on the road only a few weeks when a friend from Montreal came to Toronto looking to purchase a turbo engine for his wide-body 911. I always have a few motors in various stages of assembly, but he needed one in a hurry so I offered him a ride in my car, telling him I could build an engine like mine in four to six weeks depending on the performance options. We did a few power runs running first through third using the on-ramp to the highway. After only five minutes of driving he turned to me, smiled and said “This is my engine.” I said “WHAT?” He said it again: “This engine is mine.” Since it was the end of summer I gave it some thought as I could easily build another one during the horrible winter. He looked at me again and asked at what price? I gave him a price most people would gasp at, but he just came

...continued from page 27

out and said, "OK. Done." That week I took the engine out and sent it to Montreal. The person, price and exact location are secret. Sorry, customer's orders.

This past winter I built another engine using the original motor that came with the car, the real 930 turbo engine. I used 3.3-L pistons and cylinders that had a slight increase in compression, all the same engine updates that went into the 3.6 L. Twin plug heads were used, 3.2 manifolds etc, fully programmable interface Electromotive fuel spark management system. Now it is going to stay in this configuration and when it is sold it will be in this arrangement...I dynoed it and the new engine produced over 500 horsepower with the adjustable boost easily in arm's reach for those days you need to roll the eyes.

The looks, stares and attention the car gets is quite remarkable, to the point when I am driving people come from behind me, from the side, from the front, all in an effort to capture a video or picture of the car on the road. It can be quite dangerous at times. I have received emails and tags from all over with links to videos of my 934. You can see it on Instagram under my tag Jay Lloyds, if it is of interest to you.

So to finish, Suzanne and Peter are genuinely happy with the end result. Suzanne proudly tells everyone at the track that this was her old Turbo. I certainly don't blame her.

Most comments about the colour are positive, though I did have a granny come up to me at this year's Yorkville Exotic Car Show who said, "That this is the ugliest car I have ever seen." And then casually walked away. I surmised you cannot please all the people all the time, but then again she could have been one of my friends performing a practical joke, I really didn't care.

I drank a toast to the car with a small sip of Jagermeister (the rest is still in the freezer), purchased a couple of orange T-shirts, an orange Invicta wrist watch, got a few Gulf and Jagermeister stickers for my shop and located another orange Autoart model, the Porsche 935 K3. Black's reign is over. Orange is the new king.



Magnus Walker applying some finishing touches.

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The 5th Annual Yorkville Exotic Car Show

Photo by Ronan McGrath

By Phil Downe, Yorkville Exotic Car Show Founder & Chairman

This past Father's Day, June 15, over 90,000 spectators walked the red carpet on a closed section of Bloor Street West between Bay Street and Avenue Road in Toronto to see 120 of some of the finest cars that southern Ontario's best car clubs have to offer.

It never ceases to amaze me how this little project grew from a simple, two car-club affair with modest goals to an enormous event that that seems to have taken on a life of its own. The Yorkville Exotic Car Show has now just wrapped up its fifth annual event and it continues to keep the entire crew of volunteers scrambling just to keep up.

Our biggest concern is finding enough room to host all the car clubs that apply for a car corral each year along Bloor Street's "Mink Mile". It's a good problem to have, but every year some tough choices have to be made when it comes to extending the car club invitations.

In addition to the perennial fan favorites this year from the likes of Porsche, Ferrari and BMW we added two specialty groups; the Super-Car corral and the Mustang corral. The former joined us out of a new relationship formed with Saturns Drives, a unique group of ultra-high end car owners with a penchant for weekend fun runs and the latter as a celebration of the 50th anniversary of the Ford pony car.

In addition to the attendance record this year, we also set a record for the charitable donation to Prostate Cancer Canada. The event is and always has been free to the public. This helps us raise prostate cancer awareness in addition to the \$41,200 raised through the generosity of our corporate sponsors and on-site donations.

Once again I'd like to thank: our presenting sponsor, the Bloor-Yorkville BIA, our Gold sponsors, Porsche Cars Canada, Hudson's Bay Centre, AutoZone Group and SekanSkin, our Silver sponsors Porsche Design, Garage Living, Castrol Oil, Importfest and Honda Indy Toronto, our Paddock Club sponsor, Quintessentially Lifestyle and our media partner Sharp magazine.

Every car corral also had a corporate sponsor in 2014. Federal Mogul, Monsieur Barber Shop & Spa, Saturn's Drives, World fine Cars, Angelo Auto Repair, Deerfields Clinic, Game Life, The North Face, Victorinox, Tim & Brenda's and Auto Storage Palace, we thank you all.

Bringing this show together every year probably takes about 150 hours of preparation for every hour of the five-hour event. That's a lot of work but the 2014 crew did an outstanding job pulling it all together even during those times when the event seemed to be getting away from us. So thanks again to the crew: Ray Bedessee, David Biesinger, Robert Cutler, Heather Downe, David Elsner, Dave Da Silva, Garth Stiebel, Arnaud Majstorovic, Ronan McGrath, Vassil Staykov, Saturn Ador Dionisio and May Luk and Karen Yolevski.

Finally, to all the car clubs, drivers, owners and volunteers, we owe you everything, for without you there wouldn't be a show. Thank you all and until next year, drive safe and be courteous out there.



Photo by Nina Rhodes



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THE PORSCHE-PHILE

Kirk and Mackenzie Katzel



All photos by Mackenzie Katzel



By John-Kurt Pliniusen, Porsche-Phile Editor

What is your name and where do you live?
Kirk and Mackenzie Katzel Mississauga On. A father and son team.

How long have you been a UCR member?
Four years.

Which Porsche model(s) are you driving?
I have a 1979 928 with a manual five-speed transmission.

Is this your first Porsche?
Yes.

What made you get your first Porsche?
I was 15 when I fell in love with the 928. I read everything about it and knew I would get one ASAP.

What do you enjoy most about owning a Porsche?
I love maintaining a Porsche with so many deleted or rare parts. Sometimes I have made or altered parts to keep it running. My son Mackenzie, now 16, and I love the track or going to photograph other car events. He is an amazing photographer.

A favourite story, trip or memory involving a Porsche?
Every 928 trip with Mackenzie riding shotgun.

For how long had you wanted a Porsche before you actually got it, and what was that moment like for you?
I'm not sure what first caught my eye but it was 1978 and the 928 was featured in a car magazine. Pop-up headlights + Recaros + round rear end. I was in love! Then in 2005 I saw a mid-80s 928 for sale at a parking lot car show and chatted with the owner. I learned lots. So the search began. I had decided that my 928 had to have the manual transmission, this I was to quickly learn was a rare and hard-to-find item. Over the next 2.5 years I inspected 12 cars until I found a beautiful tobacco metallic car with three previous owners and colourful history that included being painted Guards Red at one



point in its life. The family that owned the car had done a light restore which included bringing the car back to its factory colour and then the car was stored for several years.

They were motivated to sell and I was very motivated to buy, so it didn't take long for us to come to an agreeable price. On October 31, 2008 I sat in those luxurious brown leather clad Recaro seats with the ribbed inserts, as I drove my dream car home.

How was the feeling at that moment? I can't put it into words yet, but I still feel it every time I drive this car. It did not disappoint me as so many other dreams in life often do. This car still impresses me the more I drive it and work on it, doing both brings me so much joy.

Any special rituals you do with your Porsche or UCR (e.g., cleaning, events, spring trips)?

Just taking a moment to inhale and savour the unique smell of the leather interior before I put the key into the ignition and start the next big escape.



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OBJECTS OF DESIRE



The necessary nemesis

By Emily Atkins, Provinz Editor

Not every superhero needs a sidekick, but without a foil to use them on, super powers are utterly pointless. The evil, dastardly villain is an absolute necessity.

It's like that in racing too.

Starting out, as I have this summer, you have no idea at first where you run in the pack. The order quickly sorts itself out, however, and you find yourself running with the same group of similar-speed cars and drivers. And that's where the fun starts.

If you are running around at the back of the pack or even in a gap in the middle, you're not really racing. It's lapping without the passing signals. You can go for ages without seeing another car. The only excitement is the moments you're making sure to be a predictable rolling chicane as the leaders lap you.

But when you've got a competitor, suddenly the race comes alive, even if you're the back markers. Now you're matching wits and bravery as you battle for supremacy, corner after corner.

I'm happy to say I've found my nemesis. The pale blue, highly modified 944T is always there in the race pictures, either right behind, or more commonly, right in front of me.

And that's where I like him. I'm a much better greyhound than rabbit. Give me someone to chase and I'm all over it; pushing and pushing and pushing until I find the chink in his tactics that lets me through.

I've always been like this for me—in duathlon racing I did the same thing on the bike, but more noticeably in the run. Find a target, reel them in, then stay a pace behind until it's time to make your move. In running it's usually a lot simpler though—there's no risk of injury or crashing at the speeds we're moving. And you only have to do it once, just before the finish line.

In cars it's a bit different. There's a lot more care and thought going into each move, even though the pace is faster and there's less time to figure out if the reward is worth the risk. You've got to be either icy cool or let the red mist come down and take you places your rational brain may not want you to go.

The more you drive with the same competition, the better you get to know their patterns and "tells". Just as the superhero knows what his archenemy's favourite tricks are.

As rookies, I suspect we are prone to liking certain places on the track, and being uncomfortable in others. That's how I've figured out how to take advantage. Coming up the back straight at Mosport, his car pulls on mine until we reach the bridge, then he's either lifting, or his car runs out of torque and suddenly I'm gaining. I've learned—and maybe here's where I should stop giving away my secrets—that I can brake late and lightly and steal the inside line as he drifts wide and brakes hard. The trick is just being close enough to his tail when we reach the top of the straight.

And then it's pure joy and a huge surge of adrenalin as the pass sticks. But now roles are reversed and I'm driving in my mirrors, keeping a close eye on his distance from my back bumper.

But regardless of whether I stick the pass or not, it's always more enjoyable when I see his car on the grid. Suddenly the adrenaline kicks in and I know there's a race to run.

Every racer needs a rabbit—or a greyhound. Whatever form the nemesis takes, it's what makes racing fun. It adds the frisson of danger when we let our competitive spirit take over. And, at least where I race, you usually sit down afterwards and have a beer to relive the heroic pass or laugh at boneheaded error you made in the last race.

So here's to my nemesis! May he always be there. And may he always be in my mirrors as we pass the checkered flag.



Photo by Brian Graham

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944 CORNER

A wheel dilemma

By Darren deRoos, Provinz Assistant Editor

inevitably, if you're a 944 owner, you've come upon the question: is your car early or late offset? Porsche, never satisfied with anything on their cars short of the body silhouette, decided sometime in the mid-80s that they needed to change the wheel offset on the 944 series cars.

If you're still wondering what I'm talking about, here's a brief description of wheel offset: Tire Rack describes it as, "The offset of a wheel is the distance from its hub mounting surface to the centreline of the wheel." The original offset for a 944 through 1986 was 23mm. This was the distance in millimetres from the centreline of the wheel. In 1987 Porsche decided the 944 would have a 52-mm offset. This meant if you tried to use late offset wheels on an early offset car, your wheels would be inset by almost 3 cm. Unacceptable!

Now, you could go out and buy 30mm spacers to allow you to use the late offset wheels on an early offset car but that meant you needed longer wheel studs and you had to mess with spacers. I'm not against that route entirely—Porsche has used factory wheel spacers since the 1970's—I just prefer a wheel that is designed to fit properly.

I have to admit, I'm a wheel guy. To me, wheels can make or break a car. Some people don't care, they run whatever they have allowing form to follow function. I'm not one of those guys. I set out to find the perfect set-up for my 944, it was a very long journey.

It started when I purchased the car. My brother had been rolling on the same wheels since he bought the car in '02. They were a "mesh" style wheel, a timeless classic and suited the car well. I loved them initially, until I went and tried to install new tires. The wheels were badly out of round. I was forced to find a new set. After perusing Kijiji for countless days, I found a set of the coveted 1986 Turbo phonedials. These were the correct early offset, allowed me to run a staggered tire setup, and had the classic good looks the phonedials offer, so I bought them.

I had been reading on many forums about being able to run really wide tires on a 944. My 7-inch fronts and 8-inch rears were just not doing it for me, and the car looked dated. My daily driver at the time, a 2005 Lexus IS300, was rolling on a set of 18 x 8-inch fronts and 18 x 9-inch rears which really suited it well. They got me wondering if I could run the Lexus wheels on the 944. All I'd need were some really high quality wheel adapters. I had a custom set of adapters made up and mounted them on the car. Oh yeah, now we're getting somewhere!

The wheels looked and performed amazingly well. They really suited the car and it handled very nicely. Soon after I realized adapters weren't allowed by PCA for DE events, so off came those wheels. Back to the drawing board.

I spent weeks searching, checking, going to wheel shops. I just couldn't find what I was looking for. It was at this time I decided to park the car. While my seemingly endless search continued, I figured I could supercharge the car, and fix many of the little issues I had been neglecting.

Fast forward to Spring 2014. I found my wheels! They are 17-inch forged three-piece Simmons wheels. Measuring 7.5 inches up front and 9 inches in the rear, these early offset wheels would allow me to run the very popular Boxster S tire size upgrade from the early 2000s—225/45/17 on the steering end and 255/40/17 on the business end. The seller was a fellow Porsche owner who explained he'd had the wheels on his G-model 911 but sold that car in favour of a newer Boxster. I went to pick them up and it was love at first sight.

The wheels currently sit on the 944 with no tires as I'm waiting to finish the car before I buy fresh rubber. It only took me four years, and countless hours of searching, but I finally found my dream set of wheels. Excessive maybe, but it's all part of my 944 addiction.

Happy Cornering!



TRACKTALK



Photo by 303 Imaging

By Dave Osborne, UCR Track Chair

As I'm writing this we are just gearing up for the UCR Club Race at CTMP. The August IDS is two weeks away and our first foray onto the new Driver Development Track at CTMP for our August DE is following that. By the time you read this it will all be over and the Fall Colors event will be just around the corner. It's amazing how the Porsche season just races by, yet somehow winter just goes on and on. If you haven't dedicated a lot of time to enjoying your car yet, it's time to sign up for some events and make it happen.

While I admit to being a little biased toward the best Advanced Driver Education program on the planet, there are lots of other activities in our region that are fun, well-run and often family-oriented. There are Fun Runs, Concours, Street Survival School, Autocross, Socials and even a Rally still left in this season's schedule. So if you're not inclined to discover the limits of your driving skill, find another club activity that does suit you and come out and have some fun. Your lawn will still be there when you get home.

If you're a signed-off driver, you are welcome to sign up for the Braidan Tire "Wheels for Humanity" charity event this year. This event is sponsored by Michelin and Braidan Tire and falls on the Friday before the Fall Colours event this year. That gives all signed off drivers the opportunity to turn the event into a three-day weekend, for only an additional \$78. All of the money, less card fees, goes to the charity and helps support those who need, but can't afford transportation. It's a Solo Lapping event with only three run groups so you get as much track time as a full weekend event. It's also a safe event with volunteers from your Track Team

running it and full support services. We could also use some volunteers to help with staging as there are no worker assignments.

One thing I wanted to mention is that having a successful program, like our DE program, has a few pitfalls of its own. We "sign off" students who our Instructors believe have the basic skills necessary to go out and develop on their own. Many advanced driving skills are a combination of proper knowledge and seat time, so we allow the student to practice until they perfect them. That can be a trap for some drivers as all of our attention is diverted by the very good and the very bad. In order to determine if your advancement is warranted, you must occasionally ask an Instructor to ride along with you. Having a ride along isn't a step back once you're signed off, but a step forward. The Instructor is there to help you perfect your craft and see that you advance as your skills warrant it. So at least twice per season you should ask an Instructor to ride along with you. Listen intently to their input, as they are only there to help, and help you get more out of the program. It's your program, so make the most of it.

For those of you in the Black Run Group who have sufficient seat time and are interested in making the transition to Instructor, please email me or Stephen Goodbody and let us know. For some it's not something they really want to do, but it helps us immensely to know if you are interested.

See you track side,

Dave



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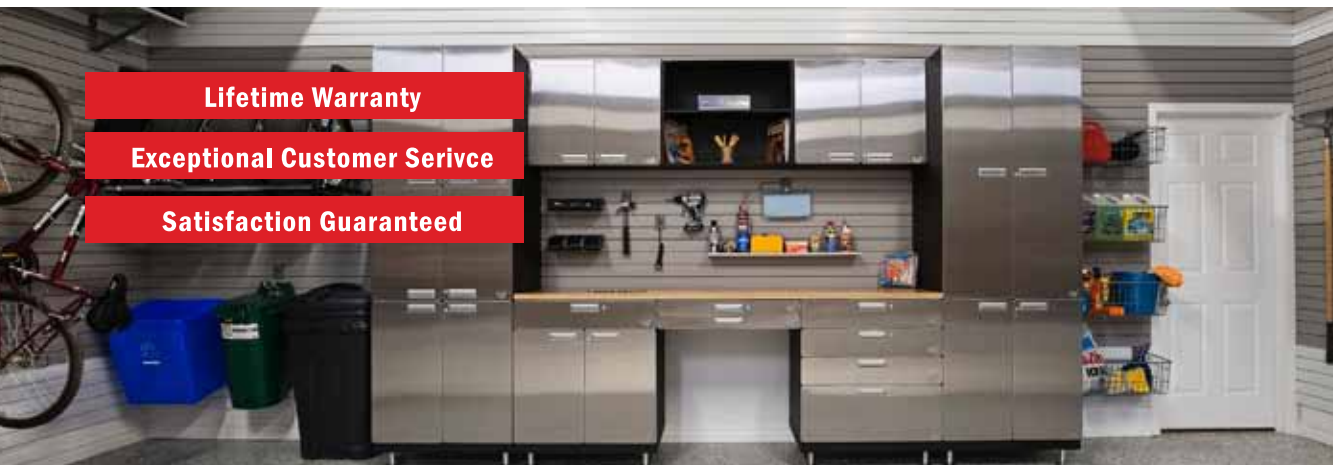
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PERIPHERAL VISION

By John Adam, UCR Historian



I know that you will hear it from others but . . . UCR elections are coming up in November and we will be determining who manages our club and its activities for the coming year. The new board, in turn, should appoint all the 2015 event chairs before its traditional Planning Meeting later in the year. Think about doing your part to help in your own way. Rosemary and I have been members since 1983 and the return we have received for our investment in the club has been very rewarding. The bottom line is that you are getting out of it in proportion to what you put in. It may be time for you to consider getting involved in any number of areas that you have some modest skill at. It's not just about the P-cars. It's about the people. You and me.

Any member of the board or event chair will be happy to talk to you about the opportunity for you to get involved in the way that you find most enjoyable. Be part of the team and you will be working with some great people, adding your own ideas to make our club even better and having a lot of fun at the same time.

Our monthly Socials have been the occasion for seeing many past UCR club presidents. I am pleasantly surprised when they show up and say hello. These are

the club leaders that have helped UCR to become the second largest region in PCA and excel in so many ways. They still care and we thank them.

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1981 David Pateman	2002 Peter Helston
1989 Rosemary Adam	2003 David Langton
1990 Crawford Reid	2004 Ray Pleasance
1991 Philip White	2006 Wayne Spiegelberg
1992 Clive Van Wert	2008 Patrick Michaud
1993 Peter Manson	2009 Martin Tekela
1996 Botho von Bose	2010 Martin Tekela
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