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



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JANUARY 2015

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Cover: Special thanks to Brian
Graham for the cover image.
See story on page 24.



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2015 CALENDAR OF UCR EVENTS

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

JANUARY

6	Tues	UCR Board Meeting
13	Tues	UCR Social

FEBRUARY

3	Tues	UCR Board Meeting
10	Tues	UCR Social

MARCH

3	Tues	UCR Board Meeting
5	Fri	Ski Day, Osler Bluff Ski Club
10	Tues	UCR Social

APRIL

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

MAY

5	Tues	UCR Board Meeting
9	Sat	Muskoka Spring Fun Run
9-10	Sat-Sun	UCR Driver Education, CTMP Main Track
12	Tues	UCR Social
30	Sat	Porsche of London Fun Run

JUNE

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

JULY

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

AUGUST

4	Tues	UCR Board Meeting
7-8-9	Fri-Sat-Sun	UCR Club Race (Can/Am Challenge, CTMP Main Track
11	Tues	UCR Social
14	Fri	UCR Introductory Driving School, CTMP Driver Development Track
15-16	Sat-Sun	UCR Driver Education, CTMP Driver Development Track

SEPTEMBER

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

OCTOBER

3	Sat	Muskoka Fall Fun Run
6	Tues	UCR Board Meeting
13	Tues	UCR Social
17-18	Sat-Sun	UCR Driver Education, CTMP Main Track

NOVEMBER

3	Tues	UCR Board Meeting
10	Tues	UCR Social

DECEMBER

1	Tues	UCR Board Meeting
8	Tues	UCR Social

Calendar contents compiled by Garth Stiebel.



PRESIDENT'S FORUM



By Mike Bryan, UCR President

UCR has come a long way since a few Porsche owners got together to swap spare parts and share their knowledge about this rare breed of sports car, back in the 70s.

Today UCR comprises over 3,400 members and affiliates with a diverse list of backgrounds and interests as long as your arm. We do our best to put on an equally wide variety of events and activities for their enjoyment, information and education.

But should we just be using our time and energy to run events for our own pleasure, or should we be interacting with the external community and looking for ways to use our knowledge, skills and assets to benefit others? Do we want to be invisible to the community at large and just carry on having fun amongst ourselves? Do we want the perception of others to define our club and its members, or do we want to develop an identity in the community reflecting our true values (It's not just the cars, it's the people) and how we interact with it?

Even before we asked ourselves those questions when developing our Vision for the Future, it was clear that there's a desire among members for various kinds of community involvement. Indeed, there have been numerous initiatives over the years, driven by our members with a social conscience and I applaud them for what they have done.

My apologies for missing any of which I am not aware, but examples of such activity are Driven2Smile, an annual event when our Track Team hosts physically and mentally challenged individuals at Mosport, providing fun and thrills for them with rides around the track. That same Track Team has provided similar runs for members of Hearth Place Cancer Support Centre during a lunch break at nearly every Driver Ed event.

We've also teamed up with others to provide volunteers at events such as Braidan Tire's Wheels for Humanity event at Mosport and the Tire Rack Street Survival School program for young

drivers run by the BMW Club's Trillium Chapter. Another example is a Charity Auction at one of our Monthly Socials and another with a different twist is our member and racer Tim Sanderson using his race program to raise awareness and funds for Joanne's House, a safe centre for youth.

It's good to know UCR members are playing a role in making a difference to the lives of people in our communities and it's heartwarming to hear our volunteers talk of the reward they have found in the satisfaction and genuine pleasure of helping others. UCR volunteers continually demonstrate how good they are at bringing fun, knowledge and memorable experiences to our members, so let's keep looking for creative ways to use our particular skills and assets to do the same for others.

Yes, it takes time, energy and ideas, but more importantly, it requires the drive and desire to help others. As with all volunteer activities, the more people involved, the more fun it is and the easier it is to share out the workload between them.

So whether you'd like to help out with any of our regular club events or get involved in new initiatives for community support, I encourage you get the most from your membership by making that choice and coming out to have some fun.

I'd like to close by welcoming new blood to the UCR board in Jill Clements, Hazel de Burgh and Sencer Erkaya. Their new perspective will be appreciated in managing the continual evolution of our club as we identify and adapt to your needs and recognize our role within the external community.

If you'd like to check out their bios and those of all other board members, you can find them at www.pcaucr.org under the "About PCA/UCR" tab, "Contact Us".

Until next month, keep your eyes up and drive safely.

Mike Bryan



UPDATED

Porsche Club Photography

michaelacoates.com/porscheclub



by michael a. coates
PCA/UCR club photographer
905 . 592 . 1962

Welcome!

NEW MEMBERS

Name	Location	Model	Thanks To
Marino Abbandonato	Pierrefonds	08-911 C4S	
Ruba Abboud	Toronto	14-Panamera 4	Downtown Porsche
John & Belinda Andreychuk	Oakville	14-Cayenne	Downtown Porsche
Roy Banse	Toronto	03-911 C4S	
Paul Calleri	Toronto	15-Macan S	Downtown Porsche
Mathew Cheuk Fu Chan	Markham	09-Cayman S	Downtown Porsche
Derek Chan	Markham	10-Cayman	Downtown Porsche
Robert Clemens	London	15-Macan S	Porsche of London
Gabriella Eustace & Glen Donaldson	Burlington	15-911 C4S	
Donald Ford	London	14-Panamera	Porsche of London
Jie Fu	Markham	14-Cayenne	Downtown Porsche
Ruiqi Gao	Kitchener	15-Macan S	Downtown Porsche
Jim Gordon	Connestogo	11-911 TS	
Alberto Gridel	Oakville	15-911	Downtown Porsche
Eric Hachmer	Toronto	06-Cayman S	Downtown Porsche
Mark & Andrew Holman	Richmond Hill	07-911 C4S	
Ye Hong	Toronto	15-Macan	Downtown Porsche
Frank Huff	Picton	14-Cayenne	Downtown Porsche
Glen Hunter	Mississauga	95-911	
Mark Jablonski	Ancaster	15-911 C4S	
Wenyi Jiang	Toronto	14-Cayenne	Downtown Porsche
Niqui Kohli	Beaconsfield	13-911 C2S	Downtown Porsche
Junrui Lu	Toronto	14-Cayenne	Downtown Porsche
Nina Mandel	North York	15-Macan S	Downtown Porsche
Dov Markowich	Toronto	14-Cayenne	Downtown Porsche
Pauline & Spiro Misevski	Oakville	00-911	
Pouya Moghaddampanah	Toronto	14-Cayenne	Downtown Porsche
Hassan Morshedi	Kitchener	14-Cayenne	Porsche of London
Kang Pan	Richmond Hill	14-Cayenne	Downtown Porsche
Chris Petit	Tiny	06-Cayman S	
Prashant Phalpher	Toronto	15-Cayman	Downtown Porsche
Joseph Place	Aurora	83-928 S	
Jason Price	Kincardine	15-Macan S	Porsche of London
Mehran Redjvani	Richmond Hill	14-Cayenne	
Michael Reis	Toronto	08-911 S	Downtown Porsche
David Rice	Toronto	98-Boxster	
Martin Richman	Toronto	15-Macan S	Downtown Porsche
Eugene Robertson	Blenheim	84-944	
Claudia Valentina Rota Black	Toronto	15-Macan	Downtown Porsche
Enrico Sabatino	Orleans	99-Boxster	Matthew Basso
Charell Smith Senic	Windsor	15-Macan S	Porsche of London
Shelagh Stoneham Pedler	Toronto	13-Cayenne	Porsche of London
Dwayne Summerhayes	Mossley	13-911 C2S	Porsche of London
Max Torokve	Toronto	15-911 TS	Downtown Porsche
Joseph Triolo	Cookstown	07-911 S	
Allan Tse	Toronto	14-Cayman S	Downtown Porsche
Steven Tuchner	Toronto	15-Macan T	Downtown Porsche

Name	Location	Model	Thanks To
Niurka Tudela	Toronto	14-Cayenne	Downtown Porsche
Art Van Maren	Norwich	15-Macan S	Porsche of London
Dave Walker	Huntsville	95-911	
Xiu Ying Wang	Markham	14-Cayenne S	Downtown Porsche
Kaiyu & Junchen Wang	Peterborough	14-Cayenne	Downtown Porsche
William Wark	Carp	14-Cayman S	Downtown Porsche
Michael Whitmell	Midhurst	06-911 S	
Xiao Zhang	London	14-Cayenne	Porsche of London
Lijian Zhang	Mississauga	15-Macan S	Downtown Porsche
Fengqin Zhao	Toronto	14-Boxster	Downtown Porsche
Wayne Zheng	Scarborough	14-Panamera	Downtown Porsche

Congrats!

ANNIVERSARIES

25YEARS

Paul Harrison &
Joanne Aube
John & Pat Van Atter

20YEARS

Gordon Fowler
Valerie Gardner &
Robin Virtue
Brian Slocum

15YEARS

Dirk Rueter
Martin Tekela

10YEARS

Douglas & Bea Forster
Steven & Mary Maker
Nick Pappas
Robert Sterk
Steve & Kim Wilhelm

5YEARS

Ian Akiyama
Navroze &
Andrea Balsara
Martino &
Marco Beretta

Julien &
Sophie Bissuel
John & Jessica Bruce
Andrew Burns
Gregory &
Larissa Ciupka
Michael Cottenden
Jeff & Ann Cox
Frank Flor
Alexander &
Jane Forest
Patrick Galante
Colin & Nadia Hoult
Hugh Hudson
Kirk Katzel

George Rioual &
Jennifer Gill
Jack &
Mary Ann Schembri
Mark &
Justin Seguin
David &
Janet Walker



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

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THE WAY WE WERE...

35 Years Ago

David Pateman was the new President. Membership passed 110. The February Social would be at The Old Mill. The a la carte menu had filet at \$12.50 for the high rollers. Soup was 80 cents. Green salad \$1.40. **Bruce Farrow** had a lot of parts for sale.

25 Years Ago

Rosemary Adam, Past President, and **Botho von Bose** graced the cover with a picture from the Awards Banquet, attended by 135 members. **Botho von Bose** was awarded Enthusiast of the Year. **Crawford Reid** was the new President. We were just starting to use e-mail and some new technology to help with *Provinz*. Second class mailing privileges required *Provinz* sortation into 58 separate groups. The membership count was 500. Our Socials moved to a restaurant at Dundas and The West Mall, Etobicoke. (Old) **Phil White** reported on a maintenance day held at Ruf Automobiles. **Jurgen Barth** was to appear at tech Tactics, Enfield, CT. **Howard Dexter's** Off Line article covered brakes.

20 Years Ago

Patti Green was the new President and wrote an extensive article about the Awards Banquet at Mov-enpick. As well, she wrote a two-page presidential article. **John Adam** wrote a piece about the racing career of **Ludwig Heimrath**. Peripheral Vision was talking about the Rolex 24 at Daytona. We had quite an entourage attending in those days. **John Van Atter** had a two-page insert of all the items available for bid in the Charity Auction.

15 Years Ago

Ken Jensen took the helm. **John Van Atter** was promoting a January wine tasting event as well as the Charity Auction. Fun Runs were a new thing. **Andy Wright** wrote about signaling your intentions. Go-karting was a UCR winter activity—until given the kibosh by PCA insurance rules. **Andy Wright** and **Ian John** were to host a Multi-Event weekend. **Mike Acerra** announced the new DE track dates. **Richard Bain** wrote a hilarious piece about a race at Daytona. Enthusiast of the Year was **Peter Helston**.

Contributed by **John Adam**, UCR Historian



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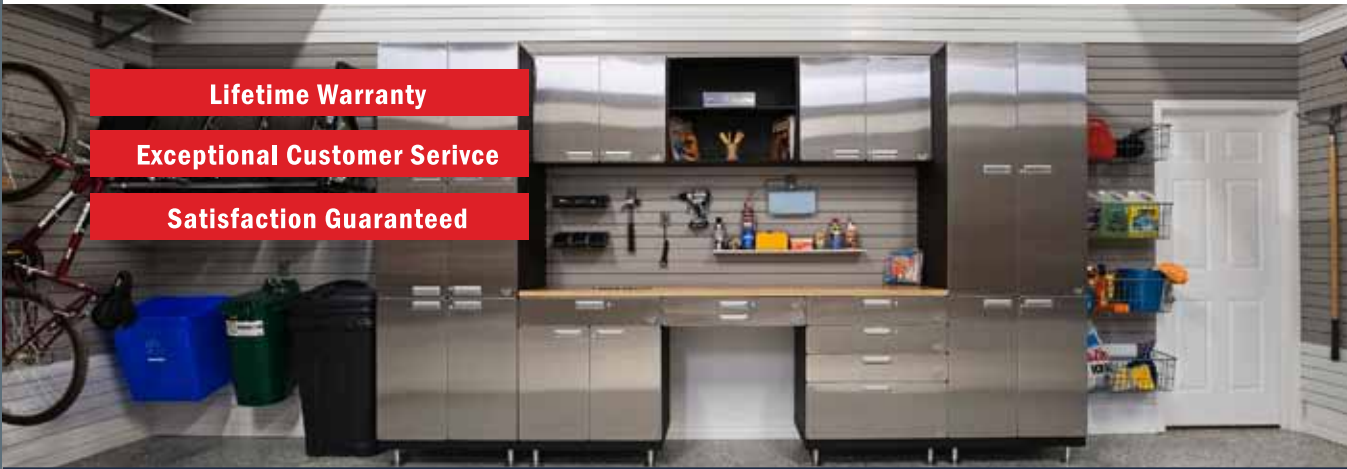
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SOCIAL EVENTS

By Laurel Ward and Martin Tekela, 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 vary venues from dealers, to affordable restaurants, and supplier locales. We publish information on venues and speakers in *Provinz* and on our website. Let us know if you are a first-time attendee. We would like to meet you and introduce you to other members and fill you in on other great UCR activities that may be of interest to you and your family. If you know of speakers or topics that you think would be of interest, please contact us. We love to hear from you. If you have any questions about our Socials, please email us. And to help us organize better, we appreciate your RSVP. We can be contacted at: socials@pcaucr.org. Socials run from 6:30pm-9:00pm. It is not just about the cars, but the people. We look forward to seeing you there!

Your Socials Co-Chairs, Laurel Ward, Martin Tekela



Coming Events

Date: Tuesday, January 13, 2015, 6:00-9:00pm

Venue: Pfaff Autoworks, 214 Courtland Avenue, Vaughan, L4K 4L3, 905-761-6095 www.pfaffautoworks.com

Beat the January Blues

Eat, drink and get inspired to repair or repaint your precious Porsche or other winter Garage Queen. Why wait for spring to get your ride into top shape?

Pfaff Autoworks welcomes UCR for the January social. Enjoy cocktails, canapés and cars set amongst a 47,000 square foot state-of-the-art repair facility. Guests will be introduced to each phase of the repair facility and how Pfaff adheres to Porsche's strict standards for collision repair. You no longer need to drive all the way to Richmond Hill to get top quality collision repair and restoration services for your Porsche! Raffle prizes will be drawn.

RSVP to: socials@pcaucr.org



Date: Tuesday, February 10, 2015, 6:30-9:00pm

Venue: Pfaff Porsche, 101 Auto Park Circle, Woodbridge, L4L 841, 905 851 0852; www.pfaffporsche.com

Speaker: Constable Hugh Smith, Traffic Services, Toronto Police Force

A favourite of UCR members, Police Constable Hugh Smith will be returning for what promises to be a lively and engaging evening of driving and traffic discussion. Constable Smith shares a wealth of traffic knowledge, having been with the Toronto Police Force for 27 years. We will run a Q & A format, since there are so very many questions our UCR members have and experiences that Constable Smith has to share. You won't meet a nicer Police Constable. Well known on television as the go-to guy in Traffic Services, Hugh Smith has over 10 years as a front line officer and is a founding officer of the Bicycle Patrol Unit. Constable Smith has specialized training as a Police Vehicle Operations instructor.

Please RSVP only if you are attending to: socials@pcaucr.org



DECEMBER SOCIAL



Pfaff Porsche hosts a Fantastic Social

By Laurel Ward, UCR Socials Co-Chair, Images by Michael A Coates

We are truly grateful to our very good friends at Pfaff Porsche and McLaren Toronto for hosting our December Holiday Social. A few years ago the Board asked whether there would be enough interest for a December Social, given it is the busy holiday season.



Pfaff Porsche General Manager, Dave Sambrook, spoke on Porsche history

This year had 116 members check in! So a huge thank you to Pfaff Porsche and McLaren Toronto for their generosity in hosting a terrific Holiday Social for UCR members. And thank you to all UCR members for attending and showing your support of our wonderful club.

Libations, lots of good food and much laughter set the tone for the evening. Dave Sambrook, General Manager, Pfaff Porsche, welcomed UCR members and spoke about the history of Porsche and Pfaff Porsche. UCR members walked away with many, many generous Porsche prizes, kindly hand picked by Dave and his Pfaff Porsche team.

Allison Pigden, Communications Specialist and Event Planner extraordinaire with Pfaff Porsche, drew the names of the very lucky UCR winners. Hazel de Burgh handed out two Street Survival prizes to UCR winners as well. Walter Murray and I handed out UCR pins to new UCR members Glen Donaldson, Brian and Kelly Graham and Mark Holman. Welcome to UCR!

Mike Bryan, new UCR President, thanked Dave Sambrook and his team at Pfaff Porsche for a fantastic soirée.

I am delighted to have Martin Tekela as my Socials Co-Chair for the year ahead. Martin is Past President as well as past Socials Chair, and needless to say has a tremendous amount of experience to offer UCR and is great fun to work with! Martin is running the January Social hosted at Pfaff Autoworks and we hope you can attend.

A big thank you to my good friend, Kim Viney, for helping me run registration smoothly and Michael Coates, our Club Photographer, for taking photos of the evening for *Provinz* and our website.

It takes a community to run our club and kudos to you all for your attendance, involvement and support!



TECH SESSION

Top 10 Don'ts

By Pedro P. Bonilla GCR PCA



I thought I'd put together a quick "top 10" but it hasn't been quick at all. This has taken serious thinking, to put them in order and to pick the top 10.

10. Don't drive on worn tires

Make sure you regularly inspect your tires, and especially look at the inside edge which, because of the negative camber in our cars, tends to wear quicker.

Worn tires can be very dangerous especially when wet since they lose their capability of pumping out water and can easily hydroplane and lose adhesion to the road.



9. Don't drive with the wrong psi

It's almost as bad as driving on worn tires. Make sure to check tire pressure often and adjust accordingly. On new cars there's a warning light to remind you, but on older cars you need to make it a habit.

The correct psi should be shown on a sticker inside one of the door frames.



8. Don't try to save using cheap gasoline

By using a lower and cheaper grade of gasoline than the one recommended by Porsche, you may think you're saving money, but in the long run the car will consume more

gallons per miles driven, throwing your "savings" out the window. The recommended gasoline grade is specified in your owner's manual and/or next to the gas cap.



7. Don't put oil in your coolant

It's very easy to mistake (if you're color blind) the coolant cap and the oil cap especially in a Boxster or Cayman where they are side-by-side. The oil cap is always yellow and the coolant is blue. People who remove both caps at once could easily make the mistake. If you do mistakenly put oil in your coolant, the whole system needs to be flushed and replenished with new coolant.



6. Don't put coolant in your oil

I know at least of half a dozen cases in the last couple of years where someone has put coolant in the oil or vice-versa. If coolant is mixed with the oil by mistake, the oil needs to be drained, filled with fresh oil, run for a few minutes and drained/filled again.



5. Don't go over 8,000 km without an oil & filter change

The new synthetic oils can certainly go well over 8,000 km without breaking down, but the only (cheap) way of "looking" inside your engine is by inspecting your oil filter and carefully looking to see if there are any metal particles embedded in the filter's paper folds.



Tech Editor's Note: To start the New Year off, I thought a Top 10 List might be of interest. Pedro Bonilla again provides interesting insight into Porsche vehicles and what makes them tick. Read on and Happy New Year!

We are always looking for new technical articles so please contact me at George@ONeillAdvisors.ca to submit yours and to provide ideas and feedback!

At our shop we always cut and spread out each and every oil filter element that we replace and then we carefully inspect it under a strong light source, with a magnifying glass and a magnet. A small amount of aluminum particles is normal and come from regular use. What you don't want to see are shards, strands or large chips or any ferrous particles (attracted by the magnet) which are indications of unhealthy wear.



4. Don't go over two years without a brake flush

Because brake fluid is very hygroscopic (water absorbing) it will pull in water molecules from the air, through the brake lines and into the brake fluid. As we all know, liquids are very hard to compress and that's why brake fluid is a liquid. But when water mixes in, as soon as the fluid's temperature reaches 212°F the water boils and becomes vapor which is now a gas and is easily compressible. When this happens your brakes become mushy and the pedal feels like it wants to go down to the floorboard.



3. Don't go over the recommended service mileage

Porsche recommends specific service intervals for each particular car. Make sure you know your car's service intervals and stick to them. The services performed at each interval make sure that your car runs in optimal condition and save you money in the long run.

PORSCHE
Maintenance Intervals for Porsche vehicles

Model	Service Interval	Oil Change	Filter Change	Brake Fluid	Brake Pads	Brake Discs	Spark Plugs	Timing Belt	Water Pump	Belts	Other
Boxster	10,000 km	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cayman	10,000 km	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
911	10,000 km	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Panamera	10,000 km	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Macan	10,000 km	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

2. Don't overlook an "idiot" light

First, make sure that they are all working by testing them regularly. If one of them is not working then when it needs to warn you of that issue you won't know. To test the "idiot" lights switch on the ignition and look at the dash lights. They should all momentarily light up. If some don't, their bulbs may be burnt out.



1. Don't overlook your IMS

If you have a "wasserboxer" (water-cooled flat-6) from 1997 through 2008 (except Turbos and GT3s) you could have an issue with your IMS (intermediate shaft) bearing. The good news is that there now is a final fix for the IMS bearing malady. It's called the DOF (Direct Oil Feed). Contact us for details.

If you follow this list of 10 don'ts you and your car will be happy for a long time.

To learn more about all of these technical topics, please visit my website at: www.PedrosGarage.com.



Happy Porscheing,
Pedro



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An evening of celebration

The 2014 UCR awards banquet

By Kathleen Wong, UCR Vice-President, Photos by UCR Photographer Michael A. Coates



Walter presents National PCA President Manny Alban a "Canada Toque"

The 2014 UCR Awards Banquet was held at Riviera Parque on Saturday, November 22, 2014. We had an attendance of about 90 people at the banquet. A new 911 Targa 4S stood guard in the foyer (courtesy of Porsche Cars Canada). Alexander Pollich, President & CEO of Porsche Cars Canada, was the keynote speaker at our banquet.

The banquet began with opening remarks by Walter Murray, outgoing UCR President. Walter thanked all the volunteers who provided their time and selfless efforts and contributed to record participation at almost every single UCR event in 2014. We had 900 participants at our Drivers Education ("DE") events, 400 participants in 12 Fun Runs, record sellout at all Autocross events, 80+ attendees at a number of Socials, a record attendance of 300 participants at "Shift into Spring" in April, and 69 cars at the Concours in September, and another successful Targa in the scenic Prince Edward County in October.

The two most heart-warming events in 2014 were the "Driven to Smile" event, organized by Jill Clements-

Bartmann and then-UCR director Del Bruce. About 40 UCR instructors and members gave rides to 400 physically challenged children and their families at Canadian Tire Motorsport Park ("CTMP") in June.

The second event was organized in support of The "Hearth Place for Cancer Support in Durham" by Carolyn Hoar (volunteer and family support coordinator), Dave Osborne (Chair of DE program) and David Forbes (Fun Run Chair). At three separate Saturday DE events, UCR members provided lunchtime rides to young children with cancer at CTMP.

Walter thanked the Board for the great work during the past year, and especially the four Board members who have served with distinction for many years but they have to step down due to term limits, namely Del Bruce, Mario Marelo, Arthur Quinlan and Sheri Whitlock.

The new Board of UCR took office effective December 1, 2014. Walter introduced the following five Board members who were present at the Banquet: Mike Bryan will be the new President and was Vice President in 2013-2014 and a Director in 2011- 2012; Kathleen Wong will be the new



President & CEO of Porsche Cars Canada Alexander Pollich receives his "Canada Toque"



Brad Usherwood receives his 5th anniversary certificate of appreciation.



Pam and Mike Bryan receive their 10th anniversary certificate of appreciation.



Clive and Eunice Van Wert receive their 15th anniversary certificate of appreciation.



Don Lewtas and Barbara Mitton accept their 15th anniversary certificate of appreciation.

Vice President and was Director and Co-Chair of Socials in 2014; Mick Oliveira is a returning Director and chair of the Club Race; Sencer Erkaya will be a new Board member; and Hazel de Burgh will also be a new Board member.

Walter acknowledged Ken Jensen, who is our webmaster supreme, membership retention and an advisor to both the President and PCA on its membership database upgrade; and John Adam, who is the Historian of UCR and the advisor and coach to the President during the past few years.

UCR received a number of very special rewards from Porsche Club of America ("PCA") in 2014:

- *Provinz* magazine won "The Betty Jo Turner Award for Newsletter Excellence (Best Overall Newsletter)", which recognizes the best newsletter in the entire Porsche Club, for the first time in our history. We thank Emily Atkins, *Provinz* Editor, who earned this award.
- UCR was the first runner-up for "The Ferry Porsche Trophy - PCA Region of the Year" award.
- The UCR website also received honourable mention as one of the best in its regional category.

UCR is the second largest region among the 141 regions in PCA, with 2,278 primary members (plus 1,185 affiliated members for a total of 3,463 members) at the end of October 2014. The number of primary members had increased by 823 or 57 percent from five years ago. The

significant growth in members was driven by Downtown Porsche and Porsche of London, which give a free UCR membership to all customers buying a Porsche from them. Walter acknowledged the dealer principals from Downtown Porsche who were present at the banquet, Helen Ching-Kircher and Peter Kircher, and thanked them for the continued support of UCR.

Walter introduced Manny Alban, the National President of PCA, who flew from the States to attend our banquet. Mr. Alban has an amazing credential with PCA. He became the President of the Chesapeake Region at the age of 27 in 1993, earned his PCA Club Racing license in 1998 and became a DE instructor in 1999. He was elected to National Secretary in 2005, National Vice President in 2009 and National President in 2011 at the age of 45. He currently drives a 1990 911 C2 and owns over 3,000 Porsche diecast models.

Alban told us the top issue that keeps him awake at night is: what he can do to motivate and retain volunteers. PCA is a member owned non-profit organization, therefore, the growth of the club is purely attributable to the efforts of volunteers.

PCA was founded in 1955 and it has grown to 115,000 members (primary and affiliated) today. PCA is the largest single marque car club in the world. PCA will be celebrating its 60th Anniversary in 2015 and Alban said there will be a

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Syed and Natasha Ali accept their 20th anniversary certificate of appreciation.



UCR President Walter Murray presents Delis and Christina Lus with their 20th anniversary certificate of appreciation.



Peter and Carol Helston receive their 20th anniversary certificate of appreciation.

surprise announcement in January 2015. Stay tuned! Walter thanked Alban for his speech and gave him a toque with the word "CANADA" on it.

UCR joined PCA when it received its charter in 1976. In 2014, there are 235 members who have been part of the UCR family for five, 10, 15, 20, and every five years thereafter. Walter presented certificates of appreciation to the following long-time UCR members who were present at the banquet:

- 5th anniversary: Brad Usherwood
- 10th anniversary: Pam and Mike Bryan
- 15th anniversary: Don Lewtas and Barbara Mitton
- 15th anniversary: Clive and Eunice Van Wert
- 20th anniversary: Syed and Natasha Ali
- 20th anniversary: Peter and Carol Helston
- 20th anniversary: Delis and Christina Lus
- 35th anniversary: Dave and Susan Sommerville (absent from the banquet).

Walter also recognized Mario Marello, who is stepping down after spending six years on the Board. Mario was a Director for two years, President for two years and Past President for two years. Mario will continue to be the chair of Autocross. Walter presented a "Certificate of Appreciation" to Mario Marello and his son, Paul, who may be considered as the successor of the Autocross chair some time in the future.

Walter announced the Socials co-chairs, Laurel Ward and Kathleen Wong, won 2014 "Enthusiast of the Year" award due to the record attendance at a number of socials. The award was sponsored by Porsche Cars Canada. Alexander Pollich, the President and CEO of Porsche Cars Canada, presented a 960-page anniversary book celebrating 50 years of the Porsche 911 to each of the co-chairs. The massive book (weighing eight lbs) covers seven generations of the 911, starting with the original 901 prototype unveiled in 1963.

Mike Bryan, the incoming President of UCR, delivered a short speech thanking Walter for the mentoring and guidance during the past two years and gave him a 911 Turbo diecast model as a gift of appreciation.

Walter introduced Alexander Pollich as the keynote speaker of the banquet. Mr. Pollich also brought his two colleagues to the banquet: Alexander Schildt (Director of Marketing), and Ben Badenoch, who is a master organizer and a Camp 4S workhorse. Pollich has over 20 years

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of automotive experience. He joined Porsche AG in 2001 as the head of the Strategy Projects Department. In September 2013, Pollich became President & CEO of Porsche Cars Canada.

Pollich began his speech with the history of Porsche. Dr. Ferry Porsche was the father of the Porsche 911 and he said, "In the beginning I looked around and could not quite find the car I dreamed of. So I decided to build it myself." This was how the Porsche 911 was born.

Porsche has demonstrated strong growth in Canada compared to its competitors. Since the economic crisis in 2008/2009, Porsche new vehicle sales in Canada had more than doubled to 3,680 in 2013. For the first 10 months ending October 31, 2014, Porsche new vehicle sales increased by 34 percent, to a record 4,171. New vehicle deliveries were particularly strong from June to August due to the successful launch of the Macan. There are currently 15 Porsche centres (six in the west, four in Ontario, four in Quebec and one in the east) operating in Canada with plans to open two additional Porsche centres in Western Canada during the next two years.

Porsche Cars Canada continues to have a strong focus on customer events and motorsport during 2014. For instance, there were 240 participants at the Camp 4/Camp 4S program in February and March 2014; 900 participants at Macan Grand Tour from May 23 to June 8; 32 participants at Performance Tour West in October 2014; and the Ultra 94 GT3 Cup Challenge Canada by Michelin had 20 drivers participating in 10 races at CTMP, Calabogie,



Socials Co-chairs Laurel Ward and Kathleen Wong receive their "Enthusiast of the Year" awards from Alexander Pollich, President and CEO, Porsche Cars Canada

Toronto Indy and Trois-Rivieres during five separate weekends. Camp 4 is returning to Canada in 2015 with Camp 4 on Feb. 3-12, Camp 4S on Feb. 11-15 and Camp 4RS on Feb. 20-27 at the Mecaglis track in Québec.

Walter thanked Mr. Pollich for his speech and gave him a toque with the word "CANADA" on it.

The evening wrapped up with four hired musicians singing Christmas carols. Walter asked each table to designate a caroler to sing a Christmas song and we found quite a few talented singers at UCR—UCR's Got Talent!

John Adam gave a closing blessing prayer and wished everyone a safe drive home and a wonderful holiday season.

We sincerely thank the following volunteers for making the banquet another success: Walter Murray for organizing the banquet; John and Rosemary Adam for putting together a menu, which offered a multi-course dinner with wine pairings; Mario Marello for taking care of the registration and visual equipment; Michael Coates (UCR photographer) for putting together the slide show in the banquet room and taking pictures throughout the evening.



Retiring Board Member, Director and two-time President Mario Marello and his son, Paul accept their certificate of appreciation.



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2015 Fun Runs

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



Photo by Michelle Garnauf

By David Forbes, UCR Fun Run Chair

Here's an outline of the first Fun Runs we're planning for 2015. Stay tuned and watch this space, as we're anticipating a jam-packed season with nine or 10 runs!

Details, including registration information are on the UCR website (www.pca-ucr.org).

2015 Fun Run Schedule:

- | | |
|-------------------------------|---|
| Saturday May 9: | Muskoka Spring Fun Run |
| Saturday May 30: | Porsche of London Fun Run Details TBA |
| Saturday June 20: | Bear Manor Niagara Escarpment Poker Fun Run |
| Saturday September 5: | Porsche of London Fun Run Details TBA |
| Saturday September 26: | Hearth Place Fun Run & Car Show Details TBA |
| Saturday October 3: | Muskoka Fall Fun Run |



Photo by Mike Salter



Photo by Rick Zuccato

Carving corners

Ski day
Friday,
March 6,
2015

By Don Lewtas, Ski Day Chair

Many of us have put our track car away for the season and are looking for the next activity that will provide the thrill of speed and test our skills at carving through corners. Can't make it to Camp 4? Skiing and snowboarding naturally come to mind.

The UCR ski day is on Friday March 6 at the beautiful Osler Bluff Ski Club, which is just south of Collingwood and about a two hour drive from Toronto. The ski club provides some of the finest skiing in the area with trails for all levels of ski ability. The variety of terrain from the multiple sharp S turns of "Gulch" to the steep fast straights of "Laurie's Bluff" will appeal to those missing the thrill of the track. The private club environment and high speed lifts maximizes your skiing enjoyment. The past UCR ski day had 50 participants and we had a truly amazing day.

The day is open to UCR members, their families and a limited number of friends they may wish to bring along. The lift ticket cost for the day is \$80.00 per person and is paid to Osler Bluff Ski Club on the day. If your ski equipment is out of date and no longer safe, Squire John's ski shop is at the Club and provides rentals of skis, boots, snowboards and helmets with easy prior arrangements. There are many other activities for those in your group that may not ski or snowboard. The Club has snow shoe trails (equipment rentals at Squire Johns) or if relaxation and pampering is more to their liking, the stunning



Scandinave Spa Blue Mountain is a short drive away (www.scandinave.com/en/bluemountain). Shopping and art galleries are also close by at the Village at Blue Mountain and in historic downtown Collingwood. The ski club has restaurant facilities or you may bring your own lunch.



After the day on the hill, everyone is welcome to an après-ski wine and cheese and a warm fire at a nearby log cabin. Your host for the day is UCR member Don Lewtas. Please contact Don at donald@donlewtas.net to register or with any questions. Your valid UCR membership number is required for registration. Past days have been well attended so please sign up to let us plan for the group.



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Behind the wheel of a 951

Racing the 2014 GT Challenge

By Peter Nytko, UCR Member

As I sit now with the past season in memories, I thought I'd share my experiences of racing an older 951 against much newer cars in the CASC (Canadian Automobile Sport Clubs) GT Challenge series.

With winter coming to a close and the race season fast approaching it was time to come out of hibernation and get cracking on the race car.

The 2013 season was plagued with ECU chip problems so the major item on the to-do list was installing a standalone programmable ECU. Having worked with an SDS (Simple Digital System) before, my choice was easy. Their systems, as the name

suggests, are simple, easy to use and product support from Alberta is superb. Having a bit more than a month to go before the first race the fabrication pace was a bit crazy but that's what I get for being lazy throughout the winter.

Progress went well and with one week to go I was tuning at TMP (Toronto Motorsports Park). It was cold (3°C), wet and the track marshal looked surprised that anyone actually wanted to use the track. Getting this close to the first race, bad weather could no longer be my excuse so I pushed on with the less-than-enjoyable testing session, not knowing it was a prelude to my first race.



Photo by Richard Coburn Photography www.coburnpix.com

With the race day approaching and looking at the weather forecast it was becoming clear that the chances of a wet race were rather good. Not having proper wet tires I did some research and opted to get a set of Continental race wets though one of the racers on the CASC forum.

Race 1 - A wet and cold Mosport

I go out for first practice on the wets armed with confidence from the tire reviews. A bit too much confidence; as I perform pirouettes at corner one and luckily miss the wall and other competitors. Thinking that the reviews were highly exagger-

continued on page 27...





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...continued from page 25

ated I try a set of street tires for my qualifying.

The first lap brought the quick realization that these were even worse, with the car feeling like it was on ice. So two laps into the session I pull back in the paddock to ensure I have a race car to race. The next few hours Dan (my crew chief) and I were looking up at the sky and getting a workout by switching tires. With 15 minutes to go the seemingly good idea to put slicks on was quickly becoming questionable. So it was back to wets and straight to the mock grid. Waiting on the grid, the rain started; I was happy we made the right tire choice.

Starting from way back thanks to my stellar qualifying, my goal at this point was to just finish. The race went well, staying wet the entire time and with all the commotion I didn't even keep track what place I was in. So it came as a huge surprise to find out I finished in third—a gratifying first weekend.

Race 2 - Nice weather, hoping for another good weekend.

Equipped with some new aero work and trying new Toyo RR slicks, I hit the track. These tires are much more predictable than the Hankook Z214 I used previously, but the ultimate grip is a bit low, resulting in some understeer.

The morning went well and everything pointed to a promising race but that changed about 11 laps into the race. Exiting corner two wide I hit the outside turtles and suddenly major steering vibration. My first thought was a cut tire, but the vibration became worse and I had to park on the outside of turn three, far away from the track to avoid disturbing the race. Out

of the car for a quick diagnosis and it was a ball joint failure.

It was actually a ball joint extender that sheared. Body damage was minimal, just the fender opening bent in—not bad considering failure happened at 160 km/h. A control arm update was on my list, but the available options are only 1.25 inches longer, providing no actual geometry correction for me. I ended up trying a ball joint extender but that didn't work too well. With no option to purchase a solution I chose to fabricate one. With some homework, three weeks later I had my prototype part on the car. Steel tubular uniball control arms with proper geometry correction, now to see how they work.

Race 3 - Back at Mosport, more good weather

Seeing as no one in my class was running DOT slicks, I pulled the trigger on a set of Hoosier R100s. With the new slicks and control arms I started my practice. The grip was simply amazing, the new control arms worked great with the uniball joints providing a more precise feel. Overall, the weekend went well, with clean racing and a third place finish, closing up the gap in terms of lap times to the front runners. My best was now a 1:33 at Mosport, and still room for improvement with the driver.

Race 4 – Calabogie, a new track with new challenges

Leaving a bit later than planned we arrived at the track at 1am. When we left Markham Dan asked me if the gates to the track close at night. My response: “Why would they?” Well they do!

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Photo by Richard Coburn Photography www.coburnpix.com



Getting ready to refuel

...continued from page 27

So arriving at the gate there was not much else to do but sleep in the Cayenne. In the morning waking up to a bunch of mosquitos finding their way in to the car thought the sunroof was awesome. Guided by the track officials, we enter the paddock looking for a spot. The tight Calabogie paddock was packed with a record number of competitors (around 200). Still half asleep wedging the trailer into the tight sport we were given I decided to measure how far we move to the left. This apparently looked like me failing a sobriety test as pointed out by a fellow UCR member. (Editor's note: Who, me? I didn't know you had slept in your Cayenne!)

Settling in, we had a game plan. With practice and qualifying grouped into a single 40-minute session, the decision was to stay out for the entire time to learn the track. Going out, I found the track slick. The surface provided little grip, much less than CTMP and even less than TMP. This caused some early accidents and the 40 minutes was narrowed down to maybe five hot laps. So much for learning the track. The race went clean with a decent finish considering the circumstances, fourth place and now third in the championship points race.

Race 5 - The big test of a three-hour race

Before the three-hour endurance race, my homework consisted of finding the quickest possible way to refuel and minimize pit stops. The strategy was in place and we were ready for the challenge. The morning saw a wet start, but practice went well and I qualified P2 in the GS class (P3 overall). Officials called all the cars to the impound for a dyno and weight check. The P1 car in GS had too much power and lost its spot, bumping

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me to the front row. This process took two hours and we now had to rush to make it for the race. Pulling up the gear to pit lane made one thing clear--I need a proper pit cart for the next endurance race.

With rain clearing we started on slicks, with a strategy to conserve fuel and only do a single stop. The first stop went clean and as planned at about one hour and 25 minutes. The plan was working, or so we thought. At about two hours it was clear that for some reason my fuel was low and I needed to come in for another pit stop; so much for the plan.

Now this is something I didn't know until after the race. As I did my laps I saw that Dan was missing from the pit wall... hmmm, strange. Well what happened is that to be safe (and luckily so) he went to get more gas. But the gas station at the track closes at 4pm (WHY?!), so he ended up going off site to get more fuel. Thanks, Dan, for thinking ahead. At 2:25 it was time for the unscheduled pit two, and again it went smoothly and we were back on our way.

Three hours of solo driving with not a single yellow, a compromised fuel strategy and we finished second in GS, and fourth overall. A good result. An investigation later revealed

that a fuel leak at the filler neck caused our unexpected fuel stop--oh well, that's racing.

Race 6 - The final challenge

With the championship standings locked by now, it was time to be a more risky and push more. With good weather and feeling a bit braver, I qualified with a 1:31.7, good for a P2 on the grid. The race started with a good battle for first, but pitting in at the half-way mark for my mandatory one-minute stop, the officials saw some smoke coming from under my car.

In previous sessions cars spread oil on the track and the marshals were ultra-sensitive to the situation, and stopped me from proceeding further. Not very happy, but I had no choice. With the 944 exhaust design running under the engine, it doesn't take much for a small amount of oil to cause smoke on a stationary car. I guess it is an older car after all.

All in all it was an exciting and busy 2014 race season in an old, yet still competitive, 1986 944 Turbo. We raced to a second place in the championship. It's truly a testament to how advanced these cars were in the 80's.



Photo by Richard Coburn Photography www.coburnpix.com



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Recce and roll

The secret world of rally co-driving

Story and photos by Emily Atkins, Provinz Editor

R4</cr into L6 100 /jump

No, this is not an eye chart, or a mathematical equation, but if you're reading it correctly chances are you've got both good eyes and a head for numbers.

Translated into English you'll read: Right four opens over crest into left six 100 over jump.

And that still requires some translation because these pace notes are shorthand that a rally co-driver uses to tell the driver what's coming on the road ahead. It communicates a lot of vital information in a very short amount of time.

I got a glimpse into the arcane world of co-driving

thanks to the team of Jen Horsey and Ian Crerar who were competing at The Rally of the Tall Pines this year. Horsey is an accomplished driver and co-driver who generously let me read over her shoulder as she and Crerar reconnoitered the course the day before the race.

Recce, as it's called, is an important part of the race. Teams are permitted to run the rally stages (road sections) at legal speed limits in a vehicle other than the race car. They work together to refine the pace notes supplied by the race organizers.

In the case of Tall Pines, Horsey said, the notes were originally written by two of the finest rally competitors in North America, so they barely need modification.

As I sat in the back seat of the pickup truck, Crerar drove as Horsey read the notes. Occasionally one or the other would modify a note, or add some detail to clarify notable locations.

At last year's event Crerar (co-driven by someone else) ended up in a ravine on a particularly tricky corner (!deceptiveL5>3 "Caution deceptive left five tightens 3") and wanted ample warning about the same spot this year. As they slowly drive the stage, they mulled over several possible alerts and settled on a firmly announced "THE corner" to remind Crerar it was coming. (The warning worked—they made it through that stage without incident).



Special notes like that can mean the difference between crashing out of the race and a podium finish, especially when you are driving at speeds sometimes more than twice the legal limit on frozen, icy or muddy gravel roads.

I felt as though I was soaking a lot in, and towards the end of the afternoon we decided to try running a very short stage, first with Horsey reading, then me. This was the stage where rallycross events are normally held. It's tight, with trees and high banks and a man-made jump in front of a bleacher.

Although there were no spectators when we ran it, I could feel the pressure. Even though we had been

continued on page 33...



During and after the shakedown.

Rally of the Tall Pines Fast Facts

- Held in Bancroft, Ontario
- Performance Rally
- Final event of six in the 2014 Canadian Rally Championship
- Also an Ontario Regional Rally (Ontario Performance Rally Championship)
- 17 special stages
- National rally covers 490km, of which 191km is special stages
- Regional Rally covers 355km with 123km of special stages
- 44th consecutive running
- 32 cars started
- 20 cars finished



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Photo: Brian Graham

Martin Rowe and Nathalie Richard in the Subaru WRX STI unfortunately did not finish the race.

...continued from page 31

through it moments earlier with Horsey reading, for a moment I blanked and the symbols on the page might as well have been hieroglyphs.

A momentary brain fart like that can leave you in the ditch, or worse, but at best your driver will have to slow down until you can figure out where you are on the stage. And at night, especially, landmarks are deceptive.

I found out for myself later that day.

After the recce day teams can take a shakedown run through one short stage. Last year I had gone for

continued on page 34...



Michelle Laframboise and Dean Hopkins changing a flat in the second stage.

The National Championship

Tall Pines was won this year by **Antoine L'Estage**, co-driven by **Alan Ockwell** in a 2011 Mitsubishi Evo X. L'Estage also clinched the overall Canadian Rally Championship, with a record-setting win at every event throughout the year.

Unfortunately the Subaru team of **Martin Rowe** and **Nathalie Richard** did not finish at Pines thanks to an off near the end of the race. Their 2015 Impreza WRX STI rolled and was damaged; they were both ok after being checked out at the hospital.

a shakedown ride-along with Crerar at the Pines (the pet name for the race), but thanks to car troubles (see *Provinz*, January 2014) the ride was cut short. I was eagerly anticipating a chance for a repeat in 2014.

After the team had a chance to run the stage a couple times, working out any bugs in their communications and making sure the car was running well and set up correctly, it was my turn to give co-driving a real try.

Horse gave me the two pages of notes for the short (3.5-km stage). She had penned a new note in the margin right after the start and made sure to read it to me before I got in the car.

Strapped in, borrowed helmet on, intercom working, I was told to ignore the trip-meter computer and just focus on the notes. The little reading light over my lap was just bright enough to read by, but I could still see outside, thanks to the bank of four super-bright headlights strapped onto the hood.

At the stage start we were checked for the correct wristbands, and directed to the starting line. A countdown “daisy” light sent us off into the night with a roar and the clatter of spraying gravel.

I got the first instruction out, and then stumbled over the handwritten note. Thirty seconds into the run and I had messed it up. I could feel the rising panic that would ensue in a real race situation. The driver is now effectively running “blind” with only as much information as his headlights are able to provide. There’s no insight into what’s over a crest or around a bend in the

dark. The shadows cast by those ferocious lights are very, very inky.

I scrambled to correlate the landscape to the notes. Not having been at the recce to see the stage and write the notes made it really difficult to pick it up, but eventually I was back on track, and just like that the stage was over.

My perfectionism made me beg to try it again. I had to have a chance to get it right.

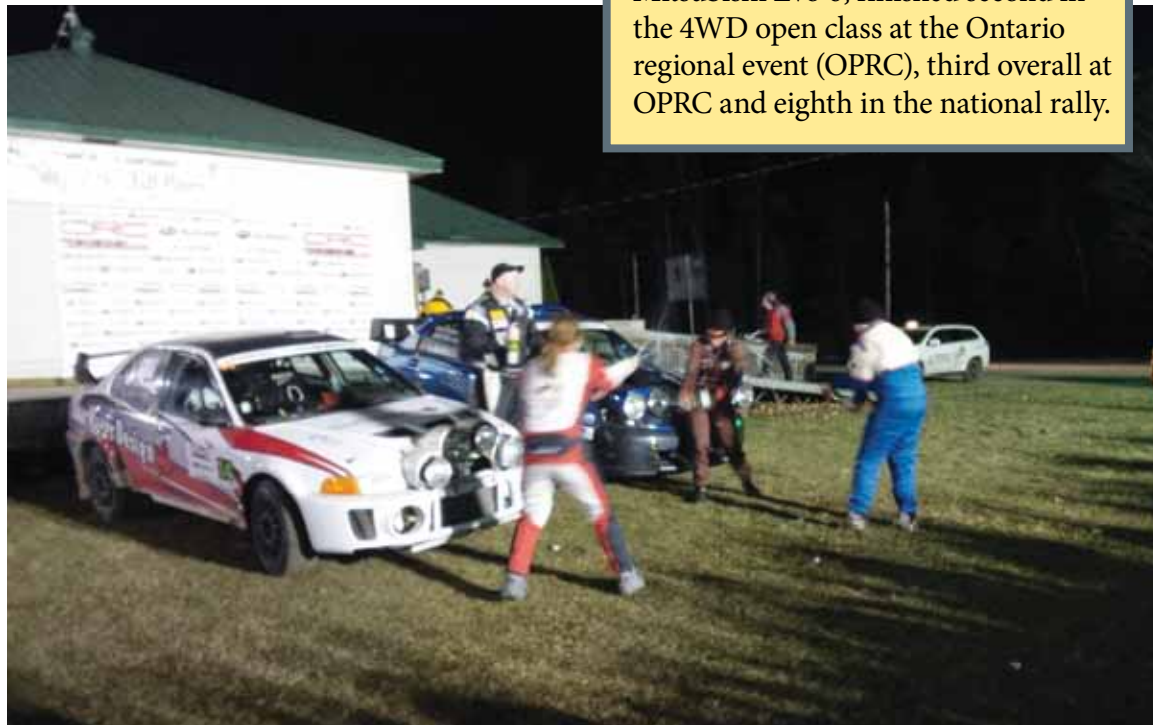
Crerar humoured me and we drove around to the stage start once again. This time I practiced reading the notes all the way to the start. I memorized the handwritten addition.

Soon we were flying through the blackness again; this time I managed to calmly and clearly read each note, at close to a proper pace for our speed. I had a taste of how it should feel with each note followed by the sensation of the crest, bend or jump just described. There was a definite promise of flow and rhythm in getting it right.

And there’s no time to be scared when you are rally co-driving. The focus is intense. The symbols on the page, the road and surroundings and the driver’s actions and reactions to your words are everything.

Car 14

Crerar and Horse, in the 2001 Mitsubishi Evo 6, finished second in the 4WD open class at the Ontario regional event (OPRC), third overall at OPRC and eighth in the national rally.



Post race celebrations for Crerar and Horse in the regional rally.



Laframboise and Hopkins with a tight line through a corner as darkness falls.

When you’re this busy you don’t have the luxury of worrying about a crash—staying focused is what will keep you on the road and rubber side down.

As we finished Crerar very nicely told me I wasn’t the worst co-driver he’d ever had in spite of my complete lack of experience. Faint praise perhaps, but it was enough to encourage me.

This is a fascinating world. The challenge is intense; it’s mental and physical, absorbing, dangerous and exhilarating. You need brains, guts, a cool head and a strong stomach.

And you and your driver must have complete trust in each other. I can only imagine what runs through your head after a crash—and everybody crashes at some point. Once you know you are ok, what do the driver and co-driver say to each other?

Stay tuned; I’m sure there’s going to be more rally in my life. Which seat I will be reporting from in future remains to be discovered.

Thanks to Subaru Canada for the warm hospitality at the event. Their invitation to join the journalists covering the rally made this report possible.

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THE PORSCHE-PHILE

Rhonda Roberts



By Rhonda Roberts, Porsche-Phile Editor



Above: Rhonda's Macan S on the day she picked it up.

Rhonda Roberts bought her first Porsche in November 2013, got to drive a Porsche for the first time in July 2014, and has been a member of PCA UCR since September 2014.

Buying my first Porsche came as a complete surprise to me, although in hindsight, it shouldn't have. I value cars that last a lifetime. I was raised in a family where the car was a family member--complete with a name such as Betsy or Goldie--and was kept for years and years, once as long as twenty five.

As an adult, my own two cars became a part of my life experiences, but to fulfill all my needs I had to have two vehicles; one that allowed me to pull a jetski, take numerous friends downhill skiing in Quebec and Ontario while carrying luggage and ski/snowboarding equipment, and in the summer carting my mountain bike to and from the forest. It also had to be one that gave me the handling of a car with a manual transmission that I enjoyed driving like a sports car--shifting gears and accelerating where ever I could, handling curves in the road.

But after sixteen years with two vehicles, I decided it was time to replace them, but this time with only one, one that would combine fun and practicality.

I spend a fair amount of time in downtown Toronto and have often driven by the Porsche dealership on my way to the highway, wondering what was inside there that I could admire. But one day I shocked myself by saying to my husband, "Let's go inside. Let's see what's in there, it might be fun." And those words were never spoken more true.

We looked at the Cayenne, heard about the new and coming Macan S, checked out a quote for it online with the sales agent and then left the dealership to 'think' about it. After ten minutes of walking down Front Street, I noticed I had left my purse under the desk at the dealership and had to return.

What a sign, I thought. And so I said to my husband, "Let's do it. Let's buy the Macan S".

And we have never been happier with the purchase of a car. The Macan S handles beautifully, drives beyond anything I've ever driven and yet is so easy to handle for a driver of my skill set.

Being a performance car, I thought I would be challenged by it, but it actually makes me a better driver with all its safety features, lane assist and braking ability. I've never felt safer.

I only wait for the day when the accessories are made available for the 2015 model so I can have the tow package and the roof rack extensions so I can install my kayak racks on top of the car. Apart from arriving in style at the mountain biking trails and ski hills, I'm going to look so hot driving to the lake next year, I can see it coming.

Looking back, I wonder why I didn't do this before, but I know looking forward, I will never hesitate to buy another Porsche.

I like the quote from Eric LeBlanc (October 2014 issue), "...you better have some extra garage space, these things are like potato chips, you can't have just one!" I second that, Eric.



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If you'd like to be profiled on this page, please contact Porsche-Phile editor, Rhonda Roberts at rhonda@invitalityliving.com.

944 CORNER



Never finished

By Darren deRoos, Provinz Assistant Editor

If you've read this column before you'll know I've been building a supercharged 1984 944 over the past year or so. The last time I wrote about it in "The Final Push", I was very close to finishing up my year-long journey.

I was days away from potentially firing it up for the first time with its new supercharger set-up. I had been working at a feverish pace to try and have it completed for the last UCR autocross or October DE event, but sadly I didn't make it out to either. It wasn't that the car wasn't running; it just wasn't finished, at least in my eyes anyway.

You'll be happy to know the car fired up. I struggled early on with some of the tuning software as it had been sent to me without being optimized for my Turbo injectors, hotter MSD coil and 5 psi of forced induction. A few quick emails to my tuner, a quick download from my laptop to the DME Tuner and voila! It was alive!

The sound is intoxicating. If you've ever stood along the front straight at Mosport and heard a Roots supercharger-equipped car go by, you'll know the sound I am talking about. Part jet engine and part screaming banshee, there is nothing quite like the sound of a Roots blower at full song. What a rush!

I can't help but stab the throttle every chance I get just to hear the scream of my little 2.5L 4-cylinder. Coupled with a four-into-one header, 2.5-inch mid-pipe and full Dansk cat-back exhaust, the sound my 944 makes finally matches the aggressive look of the exterior.

The power is a nice benefit too. I am really impressed with the torque the car makes now. It will easily spin the tires at low revs and it really pushes me back into my Sparco race seat. The throttle response is instant and it happily continues into the next gear. The tires strain to maintain traction, and in the wet forget about it; a disciplined throttle foot is required at all times. I haven't put the car on a dyno yet, and we all know the street is no place for

aggressive driving, so a full test of the power will have to wait until my first trip to the dyno or a nearby racetrack.

The crazy part is, after driving it for a couple of weeks, I realized that to me, the car is nowhere near finished. I'm not sure it will ever be. As an early birthday present to myself, I purchased a mid-rise scissor lift for my garage and after jacking up the car, the list of work I'd like to complete is a mile long.

I realized during these long sessions of me staring at my car, that I enjoy the thrill of coming up with new ideas and seeing those projects through more than anything. But don't worry, you'll see me and "Red Pepper", as my 944 is now known, at more than a couple of DEs and UCR Autocross events.

Recently the car was showcased as Grassroots Motorsports "Internet Hot Rod of the Month" in their November issue. One of the editors had seen my build on the web and contacted me to send some pictures of the car for their magazine. I was very proud of this and it was nice to have my work recognised outside of my peer group. Hopefully one day I can do a full feature article in *Provinz*.

I'm hopeful and excited that 2015 will bring bigger and better things for me and "Red Pepper". A smaller supercharger pulley for more power is planned, some aero in the form of a front splitter, a brake upgrade, wheel spacers, a roll cage, and about 50 other mods that are dancing around in my head at the moment.

Will I ever be finished? I hope not.

Happy Cornering!



TRACK TALK



Photo by 303 Imaging

By Dave Osborne, UCR Track Chair

It's a new year and a new track season has begun. By now you're all aware that Registration opened at Midnight on New Year's Eve. I'll let you know in the next Track Talk who the enthusiastic Trackies are, who once again raced to the registration site to be the first to register. Peter Carroll is our IT man who manages the nuts and bolts of our registration site. He has spent some time this winter upgrading part of the old system. It should be faster, smoother and smarter. We are all grateful for Peter's efforts on our behalf. The custom system gives us far more flexibility and access than any of the commercial registries and allows us to serve you better.

The yearly budget meeting with the new Board of Directors occurred in December and went very well. The new Board holds some very talented and dedicated people, whose objective is to keep the club on its prosperous course. The new President, Mike Bryan, seems to be a very thoughtful man and a talented speaker, so I feel that the Board is in very good hands. Once the budget was passed the conversation moved to Risk Mitigation or as we like to call it, Safety. With the increase in vehicle stability management and the constant increase in power, the new cars in the program are almost twice as powerful as those when I started out. Back in the previous century when I joined, the big boys on the block drove 944 Turbos. They advertised them as Corvette Killers then. The first time I got into a GT3 RS, with a guy who probably

couldn't parallel park, I knew things were changing fast. We'll be talking to our Instructors more about managing their risk this year, to make sure we keep ahead of the changes.

Despite the cooler temperatures this past October we had a great turnout at the Oktoberfest event. As the last Driver Education event of the year it's either our last laps in the sunshine or our first ones trying to stay warm. Regardless, it's another opportunity to get together with the friends you've made this season and share a dinner. For the past couple of seasons we've used part of the Saturday lunchtime to take some wonderful kids and their deserving families out for a few laps in Instructors' cars. The children are from the Hearsh Place Cancer Centre and like anyone of that age, are mesmerized by all the awesome cars. I received a phone call from one of the parents to let me know that they had such a wonderful time and felt so welcomed at our event that they have purchased their first used Porsche. They will be joining UCR so they can share our events and our friendship with their whole family. That makes it all worthwhile.

Over the past couple of years, while my car has been being "improved", I've managed to turn the Track Chair position into something like a full time job. Don't get me wrong, I'm not complaining at all. I do realize though, that if I ever plan on turning a lap again, I need to divide my duties a bit. The Track Chair job has

gone from booking the essential services to designing T-shirts and choosing food for dinners. Some things, like the Lucky Lunch Time Draws, have slipped by the wayside as my time gets spent on other things. The clear line in these duties is the operational side of the track events and the social side of the track events. So this year I will be looking for someone who is interested in a Track Social position. They must be creative, enjoy hosting the supporting social aspects of our events and never forget the donuts. The donuts are a deal breaker...lol. So if you like working really hard for no pay (I make this sound so appealing) please don't hesitate to mention it to me.

One thing I'm sure of is that by the time you read this I will be sick of winter. I know that because I was already sick of it four weeks earlier. I did do one clever thing this year though. I bought the right tires. I'm amazed at the number of people who will spend tens of thousands of dollars on vehicles and then try and save \$50 on their tire choice. It's the single most important purchase you can make for your car or light truck and the one that affects it most in severe conditions. With winter looming I looked at the discount tires that the previous owner had put on my tow vehicle and decided that they had to go. One of our vendors at the track is Brad from Braidan Tire and he's always supported us, so I went to see him. We installed a new set of Michelins (I drank coffee) and the difference in the

handling of the truck is remarkable. I started with an extra mile per gallon, which is significant with a 6-litre turbo diesel and was amazed by the improved quality of the ride. We are already into the sloppy weather and the truck has been so sure-footed that I still haven't used the four wheel drive. This is the truck I drive in snow up to the chassis to pick up our snow plow at 5am, so I'm thrilled at the results.

I mentioned this for two reasons. One is that it doesn't matter what you drive as much as what you drive on and secondly that we have some great people who support our club. We should support them in the off-season as well.

I hope winter is treating you kindly,
Dave





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OBJECTS OF DESIRE



Shotgun Wedding

By Emily Atkins, Provinz Editor



Photo by Brian Graham

The right seat is a place where I'm not very comfortable. It just doesn't feel right to be in a car but not calling the shots.

I am a pretty conservative driver—I don't spin, seldom put a wheel off, and rarely even have the back end sliding. So to be riding shotgun with someone who seems to be taking more chances than I do feels edgy and uncomfortable, even slightly crazy.

But there are times in life when you have to embrace the lunacy. My opportunity came recently at Laguna Seca in California test-driving the new Mercedes AMG GT S with a group of car writers who are also all experienced track drivers.

Fourth in line, alone in the supercar, and trying to learn this challenging new track, I could not keep up with our leader and the two other journalists in front of me. Their version of a "warm-up" lap and mine were quite different, and their hot laps were blazing. I soon found myself hopelessly far behind the group.

How was I going to learn what this stupendous car was capable of if I couldn't even get up to speed? The consequences of messing up one of the brand new cars were too great for me to throw my natural caution out the window.

A couple rounds of this was just too much. My job there was to get a feel for the car's handling to write my review but all I was doing was trying to learn the track so I wouldn't have a messy spin.

So if I wasn't quite up to the car and track, why not let the expert show me? I asked Bernd Schneider to take me for a ride. He was the driver leading the super fast hot laps and is an extremely successful touring car racer who is now a Mercedes AMG "brand ambassador".

Strapping in beside him, I noted his car was a little different from the ones we got to drive. Not only did it have a sexy green and black zebra stripe paint job, it had carbon-fibre racing seats and possibly a few extra unspecified goodies.

We peeled onto the track, followed by the three journalist cars, and by halfway through the first lap I was bracing for all I was worth. Schneider was holding nothing back.

Under full throttle we hurtled up the massive hill that leads to the infamous Corkscrew corner. Over the rise the braking forces were tremendous, throwing me into the seatbelt, then instantly sideways into the door as the car darted into the 90-degree left. As we started the rapid descent through the right-hander so precipitous you cannot see the apex, I felt a moment of weightlessness and was convinced we were going airborne.

But with a deft and firm application of throttle the car settled and accelerated down the steep hill, through the wide left-hander and 90-degree right, leveling out at the bottom.

About here, Schneider looked in the rearview and realized he'd lost his tailing group of writers. Most racers tone it down a little when there's a passenger. I think he dialed it up to 11 for me.

And I appreciated it. Aside from a little nervous laughter the first time through the Corkscrew, I was mostly in awe of his driving and the car's phenomenal speed and handling.

Maybe I'm just getting more comfortable at speed—no matter who's at the wheel—or maybe something about Schneider's obvious delight in what he was doing inspired me with confidence. Either way, this was a ride to remember.

Although I'm not completely sure what made the difference, riding shotgun has suddenly changed from something to fear to a chance to learn. When a pro like Schneider has the confidence in a car to throw it around the way he did with me in the right seat, you just have to trust he knows what he's doing.

And when you are given the chance to soak up some of that skill and bravado from a close-up observation, "no" is not a option.



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PERIPHERAL VISION



By John Adam, UCR Historian

Sometimes Porsche-related events come in clusters or bunches, like grapes. Sometimes there are conflicts with family events. It makes advance planning mandatory.

By now, the new executive has completed its first round of plans for the 2015 season. There are members new to the group with fresh ideas and we look forward to a great year.

Event chairs are now able to begin their detailed planning. Dates are in place for driver education, the club race and a variety of major events. One of the things that we do at this point is to book our favourite Canadian Tire Motorsport Park (Mosport) area B&B for the entire DE and club race season. Task completed.

UCR's Club Race at CTMP will be in the summer. Though we aren't racers, we do have fun working at the event. The Porsche Parade is in French Lick, Indiana, June 21-27. It's a day's drive—975 km from Mississauga. We will likely stop overnight en route near Indianapolis and then continue to the resort hotel on Sunday morning. That has us arrive in good time to register with PCA, have lunch with PCA friends, and then access our hotel room at French Lick.

Remember the grapes? We have to depart Parade early because we have a family wedding that weekend.

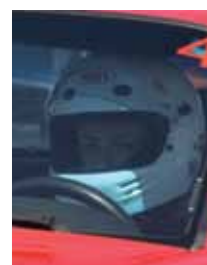
The United SportsCar (formerly ALMS) race and Porscheplatz at CTMP are July 10-12. The NASCAR Camping World Truck Series is coming back to CTMP on Labour Day Weekend. That should be another exciting spectacle.

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

The Detroit Auto Show (January 17-25), the Rolex 24-hour race at Daytona (January 24-25), and the new PCA Tech Tactics in February are upcoming events that will help with The Twitch. Planning for Parade registration can be another useful winter activity.



THE STEERING COLUMN



Emily Atkins
Provinz Editor
porschemily@rogers.com

Driver wanted

There's a theme to my writing in this issue: I'm riding in the right seat a lot more comfortably these days thanks to recent experiences on the track (see Objects of Desire on page 39) and in a rally car (see Recce and Roll, page 30).

For an A-type person who likes to lead and be in control, this unfamiliar territory is mind-expanding.

And I'd like to extend the experience to other areas in my life, particularly this one. Yes, I'm talking about *Provinz*.

For the past two years producing this magazine has been a real labour of love for me. Winning the Betty Jo Turner award for the best PCA newsletter was a huge honour.

And although I couldn't do it without all the fabulous volunteers who help me every single month contributing regular columns, features, pictures and editorial and

proofing help, it has become more than I can handle with the time I have available.

Provinz is recruiting a new editor.

I will be happy to stay on in the co-driver's seat, teach what I know, contribute a column and help to commission feature stories.

I am looking for a person to take the reins as soon as possible.

The skills needed are: enthusiasm for the subject matter, ability to meet deadlines, working well with other volunteers. Editorial skills (writing, copy editing, proofing and story selection) are definite assets.

The time commitment will depend on skill level and the number of other people you want to work with.

The person taking over will inherit a smoothly running, award-winning editorial machine in which the regular writers all know and respect their deadlines.

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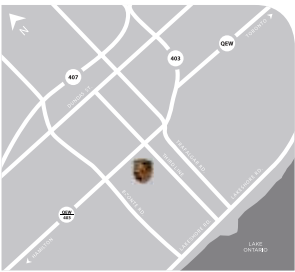
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