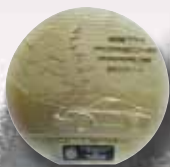


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THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA



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



MARCH 2015

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PRINTING

Laser Reproduction Limited, Toronto, Ontario

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Canada Post Publications Mail Agreement Number: 40042299

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MARCH 2015

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Cover: Photo by Emily Atkins,
Provinz Editor, at Camp4,
February 6.



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The Journal of Upper Canada Region

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
6	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

2	Sat	Muskoka Spring Fun Run
3	Sun	Shift into Spring at 427 Auto Collision
5	Tues	UCR Board Meeting
9-10	Sat-Sun	UCR Driver Education, CTMP Main Track
12	Tues	UCR Social
30	Sat	Porsche of London Fun Run
31	Sun	Street Survival School, Seneca College (Finch & 404)

JUNE

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

JULY

4	Sat	Niagara-on-the-Lake Fun Run
7	Tues	UCR Board Meeting
11	Sat	UCR Rally
14	Tues	UCR Social
17-18-19	Fri-Sat-Sun	UCR Driver Education, CTMP Main Track with NNJR

AUGUST

4	Tues	UCR Board Meeting
6-9	Thurs-Sun	Montebello, Quebec Tour
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
22	Sat	Blue Mountains Fun Run

SEPTEMBER

1	Tues	UCR Board Meeting
8	Tues	UCR Social
12	Sat	Porsche of London Fun Run
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 & Car Show
27	Sun	Street Survival School, Powerade Centre, Brampton

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

Upper Canada Region keeps on growing and I'm pleased to tell you that we've won the PCA 2014 Actual Growth Membership Contest with an increase of 159 members over 2013.

The impressive list of new members we see in *Provinz* every month has a lot to do with our success and we are certainly grateful to Downtown Porsche and Porsche of London for signing up so many for us.

However, new member additions are not the only reason for our growth. Forgive me if I'm stating the obvious, but the other reason is the retention rate of current members. We grew because new members + renewing members = more than the number of non-renewing members.

That's great, but I'm still concerned about the non-renewals. It suggests there might be something we're not doing to keep them interested. In addition to renewal reminders from PCA, our Membership Retention Chair, Ken Jensen, sends a reminder email with a short questionnaire asking why they may not be renewing. The responses show the reasons and identify any which suggest why the membership experience did not meet expectations. Often the reasons for non-renewal are "sold my Porsche" or "moved away", but there are others who, it would seem, we have never managed to engage.

To retain you as a member we have to provide value, interest and relevance, whether you are, or have become, enthralled by all things Porsche or whether your interest is more casual. The basic value for your USD\$46 annual membership fee comes every month in *Panorama* and *Provinz*. If you enjoy these publications and want nothing more from your membership, that's OK...but I will still encourage you to scan the UCR calendar and choose an event to attend.

Our amazing team of volunteers organized a wide-ranging program of about 40 driving, social and community events in 2014, bringing in some 2,500 registrations, including many first-timers.

They are doing it all again this year and would be delighted to welcome you at their events. There's tremendous additional value to be gained through participation, whether by improving your driving skills, making new friends or learning more about your Porsche, other models and the Porsche company. Many of our events are fully subscribed and that suggests they're succeeding in satisfying the varied interests of our members who attend.

I am excited by the challenge of maintaining interest and relevance to you as we strive to be really good at what we've always been – a club of driving enthusiasts who love their Porsches and want to enjoy them with other like-minded members – and also as we work to understand and engage our growing number of Porsche SUV and sedan owners, as well as those of you that live outside the GTA. I'd like to see more club events taking place in your areas. That means I need volunteers in the North, West, East and Niagara sectors of our Region to take the lead in replicating some of the events we run in the GTA, and/or create new ones.

I am committed to the quest of understanding what you want from your club and finding ways to deliver it, whether you are in Barrie, London, St. Catharines or Peterborough and whether you drive a brand new 911, 944, Cayenne or Macan.

Returning to that PCA Growth Award for a moment, let me say we're not fixated on growth for the sake of growth, but we really don't like losing members for reasons we should be able to address. I'd like everyone to allow themselves the chance to double the fun they can have in driving their Porsche and in meeting such a great bunch of people at a club event. If that happens, I have no doubt they'll value their membership and stay for many years to come.

If you'd like to chat about the volunteer opportunities I've mentioned or tell me what you want from your club, please give me a call.

Keep your eyes up and drive safely.

Mike Bryan



UPDATED Porsche Club Photography
by michael a. coates
PCA/UCR club photographer
905.592.1962
michaelacoates.com/porscheclub

Welcome!

NEW MEMBERS



Name	Location	Model	Thanks To
Diane Alpern	Toronto	15-Macan S	Downtown Porsche
Keivan Ansarian	Toronto	15-Macan S	Downtown Porsche
Rob Birring	Toronto	15-911 CS	
James Brazeau	Kemptville	08-Cayman	
Dugald Cameron	Toronto	65-356	
Robert Carlyle	Toronto	15-Cayman GTS	Downtown Porsche
Ka Man Chan	Markham	15-Cayenne D	Downtown Porsche
Xiong Chen	Toronto	15-Cayenne S	Downtown Porsche
Daniel Chiang	Scarborough	07-911 T	
Stephen Chow	Richmond Hill	15-Macan S	Downtown Porsche
Robert Christie	Georgetown	15-Cayenne D	Downtown Porsche
Oliver Collins	Toronto	95-911	
Dean Connor	Toronto	12-911 S	
Kenneth Cooke	Scarborough	85-928 S	
Michael Debrijevic	Toronto	13-Cayenne D	Downtown Porsche
Brad Detlor	Toronto	14-911 C4S	Downtown Porsche
Meena Dhillon	Mississauga	15-Macan S	Downtown Porsche
Vince DiBattista	Etobicoke	15-Cayenne T	
Rob D'Orazio	Mississauga	06-Cayman S	
Luc Dugas	Morin-Heights	07-Boxster	
Michael Flear	Arva	15-Cayenne D	Porsche of London
Dominic Galloro	Concord	15-Macan S	Downtown Porsche
Jean Roch Hamel	Toronto	15-Macan S	Downtown Porsche
Grant S. Hawes	Toronto	07-911 C4S	
Aki Hirano	Markham	15-Cayman	Downtown Porsche
Bryan Hoage	Toronto	14-Cayman S	Downtown Porsche
Adam Hout	Montreal	10-911 CS	
Yiannis Iordanous	Unionville	15-Macan S	Porsche of London
Jinous Joyce	Caledon	15-Cayenne D	Downtown Porsche
Barbara Kelly	Bracebridge	15-Cayenne D	Downtown Porsche
Farooq Khan	Markham	10-911 GT3	
Adam Knight	Toronto	15-Macan S	Downtown Porsche
Stewart Lacey	Mississauga	15-Cayenne D	Downtown Porsche
Mike Lenard	Toronto	87-944 S	
Zexia Li	Waterloo	15-Macan S	Porsche of London
Xue Zhen Lin	Scarborough	15-Macan S	Downtown Porsche
Dean Liougas	Toronto	11-911 GT3 RS	
Greg Martin	Cobourg	99-911	
Edwina & Kirsten Melville-Gray	Collingwood	00-Boxster	
Steven Mintz	Toronto	15-Macan S	Porsche of London
Elliot & Katerina Muchnik	Toronto	11-911 C4S	John Van Atter
Hans Jorg Manged Nevenhausen	Toronto	15-Boxster	Downtown Porsche
Andrew Ouwersloot	Vineland	90-911 C4	
Wendy Peck	Toronto	15-Macan S	Downtown Porsche
Bryan Picard	Richmond Hill	71-911 T	
Zhengjun Qian	Richmond Hill	15-Cayenne T	Downtown Porsche
Ghulam-Reza Rezapoor	Richmond Hill	15-Cayenne D	Downtown Porsche
Karim Riad	Kitchener	02-911 C4S	
Lewis Rusen	Toronto	15-Macan S	Downtown Porsche
Mark Ryan	London	05-Boxster S	
Dalia Saliv	Toronto	11-Cayenne	Downtown Porsche
Evan Sangwin	Mississauga	02-911 T	

Name	Location	Model	Thanks To
Jorge Silva	Toronto	01-911 T	
Robert Alexander Sim	Toronto	15-Panamera 4S	Downtown Porsche
Hughes Simard	Toronto	15-Macan S	Downtown Porsche
Brian Singer	Thornhill	15-Cayenne D	Porsche of London
Daniel Slipacoff	King City	15-Cayenne S	Porsche of London
Joan Smart	Toronto	15-Macan S	Downtown Porsche
Gwyneth Smith	Leamington	14-Cayenne D	Porsche of London
Howard Sokolowski	Toronto	13-Panamera T	Downtown Porsche
Roussalka Stefova-Valliant	Toronto	15-Macan S	Downtown Porsche
Bob Stephenson	Newcastle	08-911 C4S	
Venu Tadboyina	Toronto	15-911 GT3	Downtown Porsche
Yoman Tam	LaSalle	13-911 CS	
Jesper Thoft-Christensen	Toronto	10-Cayman S	
Norbert Tiemann	Toronto	15-Macan S	
Ricky Truong	Mississauga	08-Boxster S	
Jaie Tufford	Hamilton	10-Cayman	
Kevin Wan	Toronto	15-Macan S	Downtown Porsche
Jennifer Watt	Oakville	15-Cayenne D	Downtown Porsche
Wing On Wong	Maple	15-Macan S	Downtown Porsche
Feng Xin	Toronto	14-Cayman S	Downtown Porsche
PD Young	Toronto	11-911 T	
Janice Youngson	Simcoe	15-Macan S	Porsche of London
Jing Zhu	Scarborough	15-Cayenne S	Downtown Porsche
Dietmar Zschogner	McKellar	73-911 T	

Congrats!

ANNIVERSARIES

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

25 YEARS

Andrew & Marlene Borins

15 YEARS

Paul & Catharine Carroll

10 YEARS

Ian & Lynne Campbell

Greg Fountain

Manuel & Irene Frazao

Arend & Darlene Roos

Eric Schneider

Laurel Ward

5 YEARS

Andrew Combes

Charlie Croskery &

Roslyn Dakin

David Eisner

Stephen Flomen

Andrew Lee

Michael Lee & Michelle

Wong

John Ley

Fernando Mejia

Lenora & David Mountain

Ed Ney

Michael & Rance

Oosterveld

Jennifer & Patrick Santos

Will Stewart

Edward Sudicky

Craig & Jane Thornton

Jack & Nancy Tuomi

John Vandenheuvel

Tom & Lynn Zaugg



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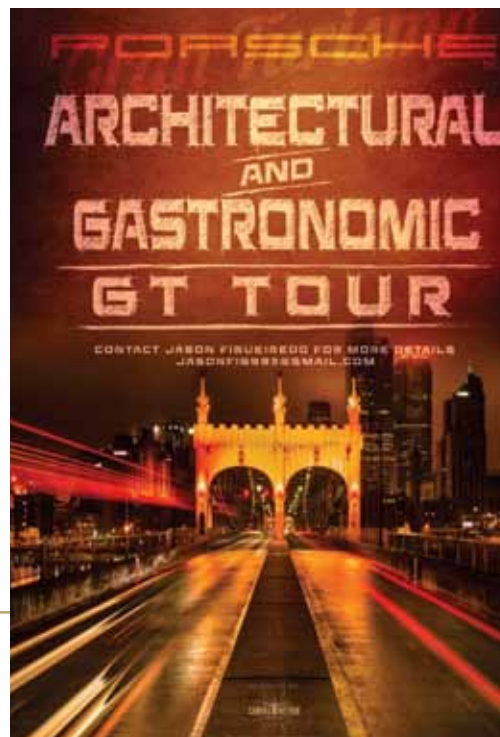
Gran Turismo

Architectural and Gastronomic Tour

Last year, the 1,000-km Gran Turismo tour was about driving; specifically taking fellow Porsche enthusiasts along routes that would evoke what a Mille Miglia or Targa Florio could be. And, it was spectacular! In fact, we drove an extra 200 km.

This year, the Gran Turismo Architectural and Gastronomic Tour combines my adoration of cars, history, architecture and cuisine. We'll visit architectural masterpieces, indulge in fine dining and drive roads that are bespoke for a Porsche. I want you to come, and I look forward to driving with you.

Sincerely,
Jason Figueiredo



Day One: Niagara to Foxburg to Pittsburgh

The starting point of your trip is the White Oaks Resort. Today's route will lead you into the charming village of Foxburg in the majestic Allegheny Mountains for lunch. This stop provides the opportunity for a pleasant break to explore the town. If your interest is golf, the National Historic Foxburg GC Club is home to the oldest golf course in continuous use in the US. The American Golf Hall of Fame is located on the second floor, where visitors will find a priceless collection of golf clubs and other exhibits depicting the 400-year history of golf. Leaving Foxburg, we travel to the City of Pittsburgh and check into the hotel. In the evening we reconvene at an elegant restaurant for dinner.

Day Two: Pittsburgh to Fallingwater

Your day will begin in the early morning as we drive to the iconic landmark that is Fallingwater. Reservations have been secured for the exclusive tour, which provides a greater understanding of what Frank Lloyd Wright was seeking to create with his masterwork. The guides have a deep knowledge and will interpret Fallingwater in many contexts including: historical, architectural and the relationship between the house and surrounding landscape. This tour offers access to secondary spaces not available on the Regular Tour and lasts approximately two hours. To enhance the experience, the number of visitors on each tour is limited and interior still photography is permitted for personal use only. Please visit Fallingwater.org to receive a better understanding of this historical and architectural masterpiece.

For lunch, we will visit another architectural gem that is the benchmark for excellence in resort lodging, the Chateau Lafayette, located in the Nemaquin Resort. This luxurious hotel was inspired by the famed Ritz Paris in France and is a tribute to the grand hotels and resorts of Europe.

Following lunch, you will visit The Woodlands Auto Toy Store, which features a wide variety of rare and antique automobiles. After perusing these fine motor coaches, the tour continues to the Pride and Joy Airplane Hanger on the property. Housed in this facility is a classic Pitcairn PA-8 plane fully restored and airworthy that was once in the collection of the late Hollywood icon and Porsche enthusiast Steve McQueen.

After lunch, the focus of today's drive is paramount for Porsche: pure driving enjoyment. We return to Pittsburgh with a scenic drive through the Laurel Highlands. The mountains making up the Laurel Highlands are the highest in Pennsylvania, with Mount Davis in Somerset County the highest point in the state at 3,213 feet. On the final night, you'll drive to Mount Washington to dine at a fine dining restaurant with a view of the skyline.

Day Three: Pittsburgh - Canada

After a restful night, it's back behind the wheel for the final day. A short drive takes you to the grounds of the University of Pittsburgh's Cathedral of Learning to tour The Nationality Rooms. The rooms reflect the crafts, culture, and traditions of Pittsburgh's diverse ethnic groups. Of museum quality, often designed by architects abroad, the 26 rooms adapt Classical, Byzantine, Romanesque, Baroque, Renaissance, Tudor, Empire, Minka and folk styles to re-create cultural periods prior to 1787, the year the University was founded.

Lunch will be at the Pittsburgh Hofbrauhaus before we return to Canada.

REGISTRATION opens March 1, 2015. Please visit the pcaucr.org website for registration details and more information.

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!



Coming Events

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

Venue: Braidan Motorsport, 9399 Hwy. 48, Markham, ON L3P 3J5, 905-209-7979; www.braidantire.com

Guest Speaker: Stephanie Wallcraft is a motorsport and automotive journalist and a frequent contributor to the Wheels section of the Toronto Star, where she provides insight and commentary on all forms of motor racing as well as car reviews and other features. Please RSVP to: socials@pcaucr.org.

Date: Tuesday, April 14, 2015, 6:30-9:00pm

Venue: Stay Tuned

Speaker: Jack Boxstrom, RM Auctions

RM Auctions is a tremendous Canadian success story that will make for an informative and intriguing Social. Come hear the inside story of the elite car auction industry from our own well known UCR member and avid DE track member and VARAC racer, Jack Boxstrom. Jack has worked with RM Auctions since 1996 and has extensive knowledge about car collector values and trends. If you have a passion for cars and collectibles, this is an evening not to be missed. Please RSVP only if you are attending to: socials@pcaucr.org

FEBRUARY SOCIAL

Impromptu Town Hall

By Laurel Ward, UCR Socials Co-Chair

Our February Social was an intimate evening of good camaraderie, conversation and excellent schnitzel.

We had a sudden change in plans as our speaker, Police Constable Hugh Smith, was unable to attend at the last minute due to a death in his family that day. We extend our condolences to PC Smith. Hugh has offered to speak at one of our Socials at another time and we will rebook.

Our main speaker for the evening became Mike Bryan, President of UCR, who updated our members on the latest UCR events and club news. Also, event chairs discussed their various events and we facilitated a Q and A session. Events profiled included: Fun Runs, Drivers Education, Autocross, Street Survival, Rally, Socials, UCR Ski Day and the Awards Banquet. The town hall style meeting was informative both to new members and members who have yet to try our many other engaging events.

Many thanks to John Adam, Mario Marrello and Saajad Butt for jumping in and profiling their respective UCR events!

Meanwhile, we welcomed new member Keith Jolly, who has now signed up for the Introductory Driving School and is looking forward to driving at the track and bringing his family to CTMP.

Our raffle prizes this month were Porsche clothing including a Porsche flag jacket, t-shirt and fleece vest. A big thank you to Jay Lloyds for donating two Porsche raffle prizes for the evening.

Regardless of the change in plans for the evening, the room was filled with laughter, good conversation and a fun evening of getting to know each other better, all over our favourite car stories. Until next month!



TECH SESSION

Coolant/Antifreeze

By Pedro Bonilla, GCR-PCA

Once-upon-a-time you could only use Porsche coolant in your water-cooled Porsche, but times and products have changed and now you have a choice. Several, actually.

I know you've heard the stories about how your coolant will turn to gel if you put something else in there other than genuine Porsche coolant, but if you have a little patience and read on, I'll give you the skinny. For those of you with "real" air cooled Porsches, thank you for reading this far, but you've read enough. See you next issue.

Logically, you'd think that a "wasserboxer" engine (water-cooled boxer engine) would be cooled with wasser (water) right? Not exactly. And why does it need to be water-cooled, anyway?

A typical 6-cylinder Porsche cruising at around 70 mph (3,350 RPM) will produce 10,050 controlled explosions per minute inside the engine, as the spark plugs ignite the fuel/air mixture in each cylinder. Obviously these explosions produce an enormous amount of heat, and if not controlled, will destroy the engine in a matter of minutes.

Historically there have been two choices for controlling this heat: air- and water-cooling. The original Porsche engines were all air-cooled, but with the advent of more strict environmental regulations it became more efficient to use water instead of air to cool the engines and now all internal-combustion engines in Porsches are water-cooled.

Pure water is probably the best fluid for holding and transferring heat, but it has three problems. It freezes at 0°C which causes it to become solid and expand, thus cracking the engine block. It boils at 100° F turning into vapour at too low a temperature considering those generated by the internal combustion engine, and pure water running through the cooling system would promote internal galvanic corrosion.

So, science came to the rescue. By adding a chemical product known as **Ethylene Glycol** (C₂H₆O₂) to pure water, the new fluid, now known as antifreeze or coolant,

has lower freezing and higher boiling points.

Adding Ethylene Glycol obtained the needed anti-freezing qualities, but the coolant still boiled at too low a temperature. So again, science to the rescue. By pressurizing the system to a safe pressure of 14.7 psi, the boiling temperature of the coolant is now raised another 25° C (45° F) so the coolant can withstand the higher temperatures without boiling.

Coolant or antifreeze, has four basic functions it must provide:

- 1 - It must carry heat from the engine to the radiators where it will be dissipated.
- 2 - It must not freeze in the winter and must not boil in high temp environments.
- 3 - It must lubricate the system's moving parts such as the water pump.
- 4 - It must protect the cooling system against corrosion.



There are three basic types of coolants based on the different types of additives used:

Inorganic Additive Technology (IAT), Organic Additive Technology (OAT) and Hybrid Organic Additive Technology (HOAT). Although, technically each one of these would work on any automotive cooling system, each one was developed to meet specific manufacturer's needs.

IAT has been around since the first water cooled

engines. It contains silicates and/or phosphates that form a protective barrier on everything in the cooling system, even on the hoses. IAT coolant is generally recommended for iron-block and heavy-duty engines.

OAT coolants work differently. Aluminum and ferrous metals form a surface-layer of corrosion in the presence of moisture. OAT coolants anneal (transform by the engine's heating and cooling cycles) this metal-oxide layer into a thin surface coating that protects against further corrosion. OAT coolant is what's in our engines because most of the components are aluminum.

HOAT are hybrid coolants that use both silicate and organic acid corrosion inhibitors, generally recommended for engines that have iron-blocks and aluminum heads.

The recommended antifreeze for our Porsche vehicles is the OAT type.

Many of the famous, over-the-counter brands offer OAT coolant with an aluminum-protecting inhibitor package and contain no silicates, borates or phosphates and will be stated as such on their labels. These are generally referred to as "Extended Life Anti-freeze".

These coolants can be added to existing Porsche coolant, if needed for a top off, even if it's a different colour.

Although Porsche sells its coolant as a lifetime product, whenever there's a need to service any cooling system component, such as a radiator, a cooling line, the thermostat or the water pump, for which the system must be drained, fresh coolant mix should be used to ensure that the additives are there in the necessary quantities to protect the newly installed surfaces.

As we saw in the table (previous page) the recommended mix for most of us in the lower 48 is a 50/50 mix of anti-freeze and water. Because tap water contains many minerals and chemicals that could reduce or eliminate the wanted effects of the additives, it is highly recommended that distilled water be used for the dilution. You can purchase an already diluted 50/50 mix from most of the antifreeze manufacturers, but it is generally cheaper if you make the mix yourself and you can also adjust the proportion to your specific needs.

Check your coolant level frequently. If you notice a drop in level (from cold to cold) check your coolant cap. Chances are it's an old (even an original) cap which needs to be replaced after four or five years, since it can lose it's

pressure-holding ability. If you need to top off, it's fine to do it with just distilled water. You don't need to use mix, not for a small amount.

The Ethylene Glycol used in coolant is poisonous to humans and pets. Take all necessary safety precautions.

On a final note, regarding the "mixing of non-Porsche coolant with Porsche coolant will turn to gel" issue, here's the scoop.

Porsche was one of the first manufacturers to use an all aluminum engine and they were pioneers in the development of the Organic Additive Technology (OAT) for anti-freeze. In those days the concentration of silicates, borates and phosphates (among others) was so high in the commercially available IAT coolants, that when mixed with OAT this would cause the additives to precipitate out of solution and would clog many of the fine cooling vanes in the radiators and engine. This precipitate had the consistency of slush.

Bottom line: Don't mix different types of antifreeze.

For more information about antifreeze/coolant, cooling systems and more, please visit my website at: www.PedrosGarage.com.

Happy Porsche-ing,
Pedro



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Tech Editor's Note: With winter around us it is time to brush up on a topic that for many of us flies under our radar and we may take for granted. Antifreeze/coolant is one of those things that is very important for the proper operation (and protection) of our "water" cooled engines. Pedro Bonilla again provides interesting in-sight into this topic. Read on and enjoy.

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!



2015 Fun Runs & Tours



By David Forbes, UCR Fun Run Chair

Please contact host for registration

For 2015 the club has added a new kind of event, the “Tour”.
These are longer than day-long fun runs and involve overnight stays.

Saturday, May 2nd: Muskoka Spring Fun Run

Join us for the 7th annual Muskoka Spring Fun Run. We will be meeting in Bracebridge and then travelling along the winding roads of Muskoka in several “Run Groups”. Along the route there will be several stops including a lunch break. Following lunch, our route will take us past beautiful lakes and Muskoka landmarks for a mid afternoon reception in Bracebridge. Details to follow. Contact David Forbes. david.forbes@rbc.com

Saturday, May 30: Porsche of London Fun Run

We are excited to host our first fun run of the season at Porsche of London, the planning has begun with details to follow in the next few weeks. If you would like to join please feel free to e-mail. Please include year/model, along with names of who will be in the vehicle. Contact Mike Salter for more information. mike@porschelondon.com

Weekend of June 5 – 7: Gran Turismo Tour

Architectural and Gastronomic GT Tour. There will be a 6-car limit. See page 8 for details. Contact Jason. jasonfig993@gmail.com

Saturday, June 20: 5th Annual Bear Manor Niagara Escarpment Poker Fun Run

Join us for our 5th Annual Bear Manor Poker Fun Run along the Niagara Escarpment. We continue with the added element of a Poker Run with prizes for the best poker hand. Join us as we wind our way through the Niagara escarpment, by scenic vineyards, a stop for a tasting and enjoy travelling over tree-lined back roads. The run will culminate at our home on the Grimsby escarpment where lunch and wine will be served. Hope you can join us starting at 9:30am in the Grimsby area. Start location and details to follow. Contact Vaughn Warrington. vwarrington@worldsourcecurities.net or 905-309-9990

Saturday, July 4th: Grand – NOTL Fun Run – Limited to 15 cars

Our Fun Run will start in the Upper Hamilton area. Our shunpiking route will take us along the Grand River. Then it will wind its way across the Niagara Peninsula via some curvy, scenic, Porsche roads. There will be a stop for lunch. Our route will include a cruise along Lake Ontario, through NOTL and along the Niagara Parkway. To register please contact Günter Gamut: guenterg@rogers.com

Weekend of August 6 - 9: Montebello Quebec Tour

Join us for a four-day, three-night Porsche adventure to Quebec! We'll travel from Toronto to The Chateau Montebello resort, where we'll enjoy a gourmet dinner and stay overnight in one of Canada's most historic and famous hotels. From there we'll wind our way through picturesque countryside to Mont Tremblant, where we'll take a panoramic gondola ride to the top! In Mont Tremblant we'll enjoy the sites, do some shopping, enjoy lunch and dinner, and stay overnight at a hotel within the pedestrian village. The next day, we're off to charming Hudson Quebec where we'll enjoy lunch and dinner on a terrace by the water, at the historic and delightful Willow Inn. Our final day will find us heading back through the Quebec countryside on our way home.

We are limited to nine vehicles, so please act quickly if you would like to join us!

Contact Mike Blinn. cmblinn@gmail.com. Richard (Rick) Zuccato. rjzuccato@gmail.com.

Saturday, August 22: 6th Annual Fun Run to the Blue Mountains

Join us for our 6th Annual Fun Run to the Blue Mountains hosted by Hazel de Burgh and Don Lewtas. The theme of this year's fun run will be “art appreciation”. We'll meet at a location north of Toronto starting at 10am, and we will travel the scenic back roads of Caledon, Hockley, Mulmur, Clearview, up and down the Niagara Escarpment, and into a local town for lunch. Following lunch, our curvaceous route continues through the picturesque Blue Mountains, and into a town known as “Artsburg” where we'll enjoy a mid-afternoon wine & cheese reception and prizes alongside the Beaver River. Contact Hazel de Burgh for more information. hazel.deburgh@gmail.com

Saturday, September, 12: Porsche of London Fun Run

Contact Mike Salter for more details. mike@porschelondon.com

Saturday, September 26th: Hearth Place Fun Run & Car Show

Showing and sharing our cars. Contact David Forbes. david.forbes@rbc.com

Saturday, October 3rd: Muskoka Fall Fun Run

Contact David Forbes for additional info. david.forbes@rbc.com



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Tire Rack Street Survival School - Part 1 First Person Driver

Article by Andy Lin, Photos by Hazel de Burgh, UCR Member

Originally published on Autos.ca and reprinted with permission

I found myself standing in front of a box of Tim Hortons coffee at some ungodly hour on an early autumn Sunday morning. Purgatory: a long line of Tim Hortons catering containers, with people shuffling from coffee to donut to tea to cruller, forever and ever and ever, until the last Nickelback-laden radiowave fades away to nothing at the edge of the universe, or in this case, the hockey arena.

But if you'll allow me the metaphor, that beige box of black liquid was more than just cardboard, it was a testament to the dedication of the organizers and volunteers who carted in supplies and gave up what would have made for a glorious track day to set up a closed course of a different kind. Welcome to the BMW and Porsche Clubs' Tire Rack Street Survival School—improving the safety of our roads and highways, one driver at a time.

But first, a tech inspection. Unlike other cushy driving schools where everything is Benzes, BMWs and Porsches and seven-course dinners, here you're rolling in your own

daily driver. This is by design, because over the course of eight hours, you're going to become intimately familiar with your vehicle as you push it until it breaks (traction). The tech inspectors look under the hood, check tire pressure, and examine the interior for any potential problems. Green sticker means you're good to go.

The morning kicked off with what is officially termed Wake 'n' Brake, or as I'd call it The ABS Experience (coming soon to a Cineplex near you). Everyone's heard of anti-lock brakes, but most drivers have never felt it in action. The first time you have to slam on the brakes and the system kicks in, the sudden noise, vibration or change in pedal response can become a devastating distraction in an already stressful situation. Solution? Try out the ABS in a controlled environment.

Here, drivers accelerate toward a 10-metre lane marked by pylons. A lone orange cone stands at the end of the lane. The object is to stop before you hit the cone. Too simple, right? Well, some of these guys were still

yawning into their coffees and it wasn't long before an M3 trampled one of the plastic stalwarts. Boy racer aspirations, meet reality.

Each driver got several tries on the course, attacking it with ever more velocity and confidence. Despite the parade of vehicles roaring down the asphalt at maximum throttle and stopping precariously close to the marker, there was a surprising lack of noise and drama. Which is, of course, the point of the exercise. You might expect Hollywood-style brake squeal or tires screeching to a halt, but ABS is designed to prevent skids and allow steering control under hard braking. Theatrics, unfortunately, are not part of



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...continued from page 15

the equation. (Also, they were only accelerating for three seconds and these were Camrys and Fits, not Aventadors or Hellcats.)

Twenty minutes later, the combination of g-forces and caffeine had done the trick—the crowd gathered inside was bright-eyed and bushy-tailed. Martin Tekela—Porsche Club member, Young Drivers of Canada instructor and our MC—introduced the staff and the day's program. Students were divided into groups, with half returning to their vehicles for one-on-one instruction, and the other half taking to the classroom. Shortly before we broke up, the inspection crew came in and announced that a third of the vehicles in the parking lot had tires that were dangerously underinflated. A scary statistic, considering that these vehicles would otherwise be on the road, their drivers completely oblivious.

My group started in the classroom with Mario Marrello, autocross chair for the Porsche Club. And one of the first things we learned: ABS doesn't reduce your braking distance. In fact, it can even increase it. But what it provides in return is control of your vehicle when you need it most.

The underlying assumption, he explained, is that your tires are up to the task. The contact patch, where each tire meets the ground, is roughly the size of the palm of your hand. Not a whole lot of surface area considering it's your only interface with the road. Tire grip is affected by tread wear, weather, direction and velocity of travel, and, as mentioned by the techs, tire inflation. Loss of grip means

loss of traction means loss of control means, in some cases, a crash.

Underinflation is particularly problematic because it opens up a host of possibilities: reduced responsiveness and stability, reduced fuel economy, and outright tire failure. In wet conditions, underinflated tires have a reduced ability to wick away water, leading to a greater chance of hydroplaning. Not something you'd want on a day when you're doing slalom courses and running on skid pads. Or any day you're on the road, really.

The three classroom sessions ran about 50 minutes each, structured around a slideshow coupled with a student handbook. The slides were simple and bite-sized, with Mario providing real-world examples and technical details for the curious or mechanically inclined. After each lesson, students headed out and had the material reinforced in their one-on-one sessions in the car.

Outside, there were four stations set up: Accident Avoidance, which was like the Wake n' Brake exercise, this time with feeling steering, Cornering Skills, where students confronted a decreasing radius turn; Vision Skills, where students ran through a slalom; and the crowd-favourite Skid Pad—complete with dish detergent.

There was a recurring theme in all of these exercises: Look where you want to go, not where you don't want to go. Don't look at the tree or the oncoming car you're about to hit; look at the path you'll take to avoid it. Over-steer or understeer? Look in the direction you want to

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...continued from page 17

go and steer accordingly. Running a slalom? Don't focus on the cone right in front of you; look further down the line. In a skid? Once again, look at where you want to go. (Given today's safety equipment, starting the skid was the more difficult task. Though by day's end, even the beige Camry got into the action with a completely immobile inside rear wheel.)

The coaches would describe the exercise to the students, telling them where they should be looking and what to expect as they complete the maneuver. While waiting in line for the next run, they'd go over any issues that arose. The coaches would then challenge the student to increase their speed or refine their inputs, but always letting the student take the lead.

Roughly half the volunteers at each station were watching the course and observing each car as it completed the exercise, resetting pylons when the inevitable oopsie lead to cone-crushing mayhem. Well, no, maybe one or two cones would get bent—ABS is effective but makes for little excitement. Indeed, the entire affair was sensible, safe and secure.

Then there was the Accident Avoidance station where you're accelerating flat-out toward someone who'd direct you into a neighbouring lane at the last moment. If you listen carefully, you can almost hear the sound of sphincters clenching above the roar of the engine. But once again, the students are going only as fast as they are comfortable with.

Lunch was signalled by the appearance of multiple cardboard boxes, packed with Tim Hortons sandwiches. I barely had time to stuff my craw with chicken salad before we were ushered in the general direction of the parking lot, where the pylons had been cleared away and a tractor-trailer stood in the middle, flanked by an array of vehicles at various positions, including a truck about 100 feet directly behind the rig. At the other end, a firetruck had just pulled up and three people in uniform were laying down a tarp. In between, there was a small pile of snow (courtesy of the ice rink) and several small, black boxes. Time for some demos.



(Be sure to catch Part Two of this article in the upcoming April Issue of *Provinz*.)



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The 2015 Canadian International Auto Show

By Michael A. Coates and Eshel Zweig

Here's a look through the lens at the Canadian International Auto show as seen by our intrepid contributing photographers. An interesting peek at how they saw the big show held recently in Toronto. Enjoy the view!



Photos by Michael A. Coates



Photos by Michael A. Coates



(above and left) Details of the new Porsche Panamera S e-hybrid.

(right) Alexander Pollich, President of Porsche Canada introduces the new models to the press.



Photo by Eshel Zweig

Pagani Huayra (below and opposite bottom). (right) Jaguar's Project 7.



Photos by Eshel Zweig



Photo by Michael A. Coates



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(above) The Ferrari 458 and (left) the Maserati Alfieri Concept car.

(below) Chrysler shows off a totally revamped Jeep Renegade.



Photo by Michael A. Coates

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Winter is red

Tracking in Florida



Photo by Eric Tillotson AWOLPHOTO.com

By Andrew Combes, *Provinz* Contributing Editor

UCR members who know me will find the following statement hard to understand. There is a DE run by Chin Motorsports this weekend at Miami Homestead and yet I have decided to stay at home. Walter Murray will be there and can fly the UCR flag this weekend. Read on and you will see why.

Greetings from Florida are probably not going to win me any friends as Ontario residents remain gripped in the depths of frigidity and enforced labour courtesy of the town snowplow. But fear not, by the time you read this I will be back on Georgian Bay enjoying a dose of winter. Just long enough to remind me that winter really does exist before heading back down for April in the sun.

So what do I find to do here as a retiree and fully paid up member of the Canadian Snowbird Association? Those that read my 'Winter Driving Diaries' in *Provinz* last year will have a fair idea. I bring my trusty Martini Cayman and hit every track in the region. I have never spent very much of January in Florida—until now.

Well did I ever miss out! Just what I missed will be the focus of this little travelogue.

January in Florida has to be the most intense track environment anywhere at any time, there is just so much to choose from. If you like to watch motorsports up close and personal there is plenty to see, including the Rolex 24 Hours at Daytona where the stands are virtually empty as the crowd parties on the infield!

In the last month I have driven with two PCA regions, Chin Motorsports and PBOC. Given the time and inclination I could have also included David Murray Trackdays, Performance Drivers Group, Palm Beach Driving Club, Hooked On Driving and have added Daytona, PBIR, Road Atlanta, COTA and others to the repertoire.

But one only has so much time and Martini needs to have her consumables replenished; when you have this much track time the list of 'consumables' goes beyond the normal tires, pads and fluids to things such as wheel bearings, ball joints and rotors.

Had I elected to head down to Homestead this weekend it would have been the fifth weekend in six that Martini and I would have been on track. And that does not include mid-week events! So in the course of a little over a month we have experienced the equivalent of an entire season of UCR DEs. You don't need me to tell you what that sort of seat time does for your car control skills—or your bank balance.

This year we were not alone in representing the Mosport regulars. Winter Driving Diaries seems at least partly responsible for guest appearances by Wallace Bradley, Dave and Mike Smith, Jack Dertinger, Chris Bourdos, Ernie and Margaret Jakubowski and others.

Brandon Comella a regular Mosport visitor from NNJR even followed my path and sent his Cayman R to Sick Side-ways for the winter. He has not regretted his decision and now flies down at every opportunity; we have a blast.



At the PCA 48 Hours of Sebring. (L to R) Brandon's Cayman R, Bill Comat, Sparky, Hella Comat, Martini. Photo Andrew Combes

Our very own immediate Past President, Walter Murray, has also been seen at Sebring this winter driving his very nice new black GT3. Asked how he was enjoying himself he uttered something suitably Scottish which roughly translated to "Turn 17 has to be the bumpiest in the whole of motorsport"! Few would argue that observation.

Two events in particular stand out for me: the PBOC Winterfest and the PCA 48 Hours of Sebring. Both are multi-day events that include both sprint and enduro races, and Des, which include a night driving option and autocross. If you intend to try one next winter I heartily recommend the experience, but be prepared to book your hotels before registration opens and be ready with your finger on the 'send' button the moment registration does go live.

Personally, I had a wonderful time both on and off track, meeting new and interesting people, bumping into UCR stalwarts such as Bill and Hella Comat, and finding interesting old and new cars with owners only too ready to talk about them. What about an original Le Mans winning GT40? Check. A peerless 356 Cabrio? Check. A car I lusted after in my schooldays? Healey 3000 Mk3, check. A vendor of a brand new line of HPDE specific shirts? Check - I did buy some and they are fabulously comfortable besides being fire retardant.

At the events I sometimes get fired up to write to some UCR buddies that like to receive emails from the sun blessed tracks now and again [if you would like to

be added to the distribution list just drop me a line to trakfun@gmail.com]. The following was from about two weeks ago:

I awoke this morning with a nasty feeling that one of those dreaded head colds was about to hit me. Tongue like sandpaper and the colour of Sebring's run-off dirt, a woolly head and a general feeling that I was experiencing another age related reality check.

Probably it had more to do with the 110 percent humidity and the fact my noisy, through-the-wall air conditioner had run flat out all night, than any virus. Once again I was at Sebring for a Chin Motorsports event, just two weeks after the PBOC Winterfest which had taken a full four days of my time, one and a half sets of tyres and an amount of fuel that I do not wish to think about.

This morning it was WET; humidity sky-high and a cold front bringing bands of Florida-sized showers and squalls. For the first time ever in my experience the drivers' meeting was held under cover and then when the rain on the tin roof drowned out the speaker, inside the Reeves hospitality suite!

Old Sebring hands know full well where the small lakes accumulate on track but it always bears repeating that the painted checkers for the start and finish line on the front straight are like ice in the wet. I have personally seen a professionally driven car total onto (yes, onto) the concrete barrier wall because he did not know that particular dirty little secret about this track.

continued on page 26...

Off to the cars, and there was a tangible reluctance to be the first to venture out onto the track. Sick Sideways are supporting a fleet of ten cars this weekend and they make an eclectic bunch - MX5 Cup cars, Honda S2000s (one turboed to 500hp), a brand new Z06, Lotus Exige Clubsport, Nissan GTR with variable boost to 1,200HP and Martini.

I creaked into the seat, strapped in and headed out for the warm up session. Yep, puddles, more puddles, small lakes, medium sized lakes and standing water all along the front straight. Lots of cars going very slowly but at least we got a decent look at the less than ideal surface conditions.

This morning there are no fewer than three McLaren MP4-12Cs out to play. Unfortunately one of them stuffs into a wall in the first Red Advanced Group run. Not terminal, but not something you want to do in a \$300,000 car either. Clearly the deformable nose did its job. Unfortunately an Aerial Atom does not have a deformable drivers side suspension and the one that was next to us in the paddock did not survive the first run either. There are nearly 50 cars in my Blue Group run which prompts me to register for a check ride for a move to Red. My head feels no better after the first run, which was pretty sparsely populated out on track. I had declined fitment of my wet tires because the forecast and radar promised bright weather ahead. They both

lied. So a slippery start to the day.

By the second run the weather had brightened some and with the very stiff breeze the track was drying nicely. A white Cayman R proved extremely entertaining to follow, the driver wringing every last ounce of it and working very hard to keep it between the curbs. I waved off the offered passes and just enjoyed watching some very nice driving. Only later did I discover the car was piloted by Chin's chief instructor! Our tires and brakes were nearly identical which must mean that Martini is very well set up because I had no trouble following him lap after lap.

Lunch gave me time to head back to my hotel room gulp a couple of aspirin and gargle for a while with Listerine; that felt better. A call from Sparky (my coach)

alerted me to a hastily scheduled written test at the Chin trailer to be followed by a check drive. Written test done and a suitable fuss made of Mark and Maria's Labrador Trixie and it was out for the test drive. Well, Red Group is certainly quick and it made a refreshing change to have to offer some point-bys for a change! But we took advantage of a few that were offered and after 20 frenetic minutes I had earned my new wrist-band.

The first full red run was a LOT of fun. Martini showed herself more than capable of staying with some very quick machinery. I must say there was a particular satisfaction in catching and passing an MP4! There were three fully supported and heavily sponsored GT3 Cups out there putting in some blistering laps.

"OK", I thought, "let me see if M can tag along behind the slowest of them." And she did. Bit of a wild ride and we kept running out of brakes (even with the new ducts with electric fans) but a thrill ride nonetheless.

Yeah, I know, drive your own track, not the other guy's...so I backed off and pulled into the paddock to discuss a change of pad type with Sparky.

The day finished for me with about 40 minutes driving in Happy Hour, the signature Chin feature of running the final hour on track open to all groups. That was not the end of the day however. Chin ran a two hour night session from 6pm to 8pm.

After my experience of Sebring at night at the PBOC event two weeks earlier I knew this held no interest for me. Sparky asked if he could take Martini out to give rides to two of the ladies of Sick Sideways and I was happy to agree. Watching the session from the hotel was fun and relaxing, Martini's rotors glowing brightly as she braked hard for the hairpin.

I should perhaps add that in Sparky's hands M blasted right by the slower of the GT3 Cups and managed to keep the quickest in sight, not too bad, not too bad at all.



There was a large RV pulling a stacker trailer. Here is why he needs a stacker! Photo by Andrew Combes



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At the 48 hours (l to r): Andrew Krucker, Brandon Comella, me, Sparky. Krucker and Sparky are with Sick Sideways. Photo by Glenn Howle



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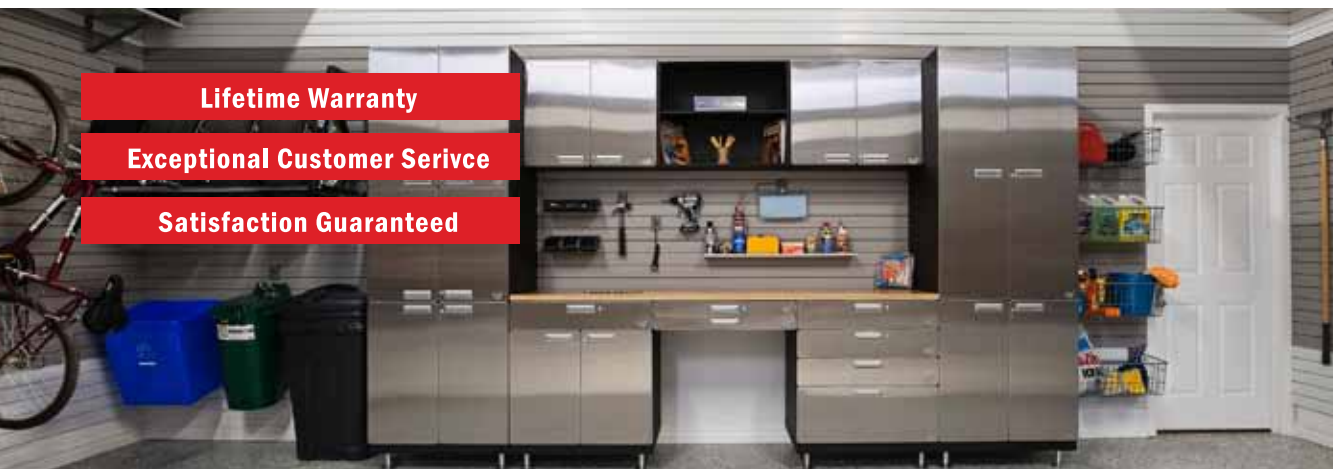
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THE PORSCHE-PHILE

ANDREW COMBES



**Cars: 2014 Macan S,
2010 Cayman S (Martini),
2012 991 Carrera S**

By Andrew Combes, *Provinz* Contributing Editor



My introduction to the Porsche marque really occurred at the 1975 London Motor Show, the year that the 911 Turbo was launched. As a penniless student the introduction was strictly in the form of window shopping. Fast forward 35 years and I finally purchased my first Porsche sports car, a new Cayman S with PDK, a pale leather interior and burgundy metallic paint. I loved it for its neutral handling, sound and the revolutionary gearbox. Having grown up on a diet of European manual gearboxes I missed heel and toe shifts not one bit.

The Cayman had me hooked on the Porsche way of delivering a car that was loaded with that indefinable feel-good factor. So much so that the following year I made my only mistake in my Porsche-buying history.

Yes, I went the whole hog and purchased a new 997 Turbo S. That car was stunningly quick and I soon realized that the prodigious performance could not really be safely explored on the road. Which led inevitably to membership of the PCA and my entry into track events.

It was a pretty scary car in which to start my DE career but there was no doubt it could out drag anything up the back straight at Mosport. Unfortunately that car is a bit of a pig when it comes to wresting it around the twisty bits and I soon found that closely monitoring tire pressures was absolutely critical to handling.

The following year my wife and I toured Germany in a 991 Carrera S with Fast Lane Travel. In little over a week we covered well over 3,000 very spirited kilometres in absolute comfort; the step up in dynamics and comfort over the 997 was dramatic. As my wife would so easily get travel sick in the Turbo, upon our return

'my' 997 became 'our' 991. Ah, but there is a really good side to the story and that was the purchase of a two year old Cayman S PDK for track duty. I had to search around but eventually I found one with low miles and, more importantly, LSD - a rare item on the PDK cars.

That car has been campaigned by me for three years now and does not resemble at all the plain white Cayman she once was. If you ever go to the track you will probably have seen her or maybe read some of my articles concerning our adventures in *Provinz*.

Yes, she became Miss Martini and in the time I've had her there have been a few modifications made. Well if I'm honest there are not too many original parts that remain other than the climate control. She may be going Club Racing this year but the weight reduction program stops at removing the AC. That comes out over my cold dead body!



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944 CORNER

944 - An appreciating classic?



By Darren deRoos, *Provinz* Assistant Editor

While sitting around my brother's house today watching the Barrett-Jackson auction, I noticed a distinct lack of Porsches.

I am by no means a car collector, but I am a car guy through and through. While I am surely a Porsche-Phile I also love a late 60's Mopars and 90's exotic as well. Some of the cars I saw on TV today got me thinking about the potential of the 944 as a collectible or a valuable custom car. If you spend as much time as I do on the web, you've probably come across some Porsche custom car atrocities, and we can't include those.

What this type of Porsche blasphemy seems to contribute to a rise in prices for truly good cars. I remember seeing a 924 Carrera GT for sale about a decade ago for under \$5,000. At the time I had no idea what it was but I sure know now. While recently cruising the Hemmings Motor News website, I saw one for sale for \$85K. While I'm sure it's a very nice car, \$85K sure is pricey for a 924! Love for the 924/944 is growing, and for good reason. If you've ever driven one, you'll know exactly what I am talking about and if you haven't, you should. These cars are currently a bargain but I think that may be about to change.

911 pricing has gone crazy. You want an original long-hood car? Good luck. Cars that were attainable a few years ago are now out of reach. Even later air-cooled cars like the once unloved 964 have gone crazy. I sometimes blame Singer, the California tuner company that makes 964's into jewellery that you can drive, for driving up prices of the 964 but maybe it's just that people have realized it's a really good car.

That brings me to the 944. People are starting to realise it's also a really good car. When maintained correctly, it can be near bulletproof. It's great looking, has tremendous utility, it's terrific on fuel and a blast to drive around a track. For the money, in my opinion, there is no equal. This is why I think the prices are set to rise on the 944 series cars.

Having said all that, my personal car will probably never

be worth much. Being so far from stock means that people looking for an original numbers matching car will probably run screaming. But wait, what's the difference between what Magnus Walker is doing to longhood cars and early 930's, to what I've done to my 944?

I do understand that customisation is a slippery slope and building a car that you love means many other people potentially won't like it. But then why are tuning companies so popular and command so much money for their work? Is something improved from stock really less valuable than a bone stock car that has sat in a garage for years? Time will tell, but from what I saw today on TV, people were paying some huge money for customised cars that were so far from stock you could hear the purists in the crowd sobbing.

While cruising the Porsche forums a common theme is "The one that got away". I'm not talking about high school crushes, but cars that were once owned and sold for little money that are now worth 10 times their sell price or more.


356s seem to be the most common in my research. Cars that sold for under \$5K many years ago are now into the hundreds of thousands. Nobody could have predicted it, but can we learn from it?

I've had many discussions with 944 owners who don't believe their cars will ever be worth big money. But is that short sighted? I never thought the Boxster's Grandpa, the 914-4 would ever be worth over \$2,500 but look at it now. The 914 is now much loved and appreciating by the minute. Who would have thought? In my opinion the value of the 944 will start to climb, dramatically, compared to the prices we've seen over the last decade. A \$4K 944 will soon be a thing of the past, I think it may already be. My advice? Buy yours now, enjoy it, because pretty soon you'll have to put it away and drive your 996 instead.

Happy cornering!



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TRACKTALK



Photo by 303 Imaging

By Dave Osborne, UCR Track Chair

March is here and it's time to shake out all the cobwebs and think about the approaching track season. It may be too early to get your beauty queen out of storage, but it's not too early to look at the list you made last fall. It's time to think about ordering parts, like pads, rotors and other consumables. Don't wait until everyone else wants them and the prices start to climb. Your local Porsche shops aren't too busy yet either, so if there is some needed service you've been putting off, don't wait until the week before the first track date to take care of any issues. Start thinking about clean brake fluid and a warm spring.

We will be back to the Driver Development Track again in August of this year. The inaugural event there last summer was a great success, so we'd like to see if it was just the novelty of a new track or the convenience of its location that brought everyone out. The feedback from those who did participate was exceptional. We offered the skid pad for the weekend as well, so there was great fun to be had between run groups. When writing this, at the beginning of February, we already had 75 people signed up for this event. One item we found a little inconvenient last year was everyone having to trek over to the main track for meals. We've decided to include lunch on both Saturday and Sunday at the DDT for your enjoyment, and convenience.

During a discussion about reaching out to dealer-sponsored members, I was surprised to hear that over half of new Porsche ownerships are non-sports car purchases. You could argue that all Porsches are sports cars and the heritage is bred

into them, but you would be wrong. If it has more than two doors and can pull a stump out of the ground, then it's not a sports car. So the question that comes to my mind is; are these the owners that the club should be catering to? Not necessarily to keep the original crowd happy (although that helps) but to insure the future of the club as a whole. Perhaps future events should include installing a baby seat in a Panamera in record time, or an old-fashioned tractor pull, using the latest traction technology in the Cayenne. I have to admit that the thought of a Cayenne dragging a BMW X5 backwards through a field does have some appeal to me but nobody ever accused me of being too classy. This begs the question; do we try to be everything to everybody or do we continue to provide the basic programs that have survived the test of time and let those interested in them find us? It's a relevant question.

I'm sure that you're aware that Peter Carroll has spent considerable time on the Registration Site this year. That knowledge may be a direct result of the launch issues we experienced on New Year's Day. It was a small glitch and Peter was away at the time, so we felt it best to shut it down until he returned. The only reason I even mention it was that most members can't see how extensive his improvements are for the organizers. I've always been a proponent of using our own system, as it allows us to serve our members in a personal way, but his upgrades have taken things to a whole new level. When the Registrar opens the site now, Sheri can see, at a glance, how many people are fully registered to all events and how many are awaiting her attention. Peter went even further and added a

list of how many events each driver has attended in their current run group. Now Stephen can, at a glance, tell who is stalled in their development and offer them some assistance. Once again Peter has offered his skills as a programmer and his insight as an outstanding Instructor to help him adapt our system to serve you best. Our sincere thanks go out to Peter for all of his efforts on our behalf.

We will soon be fully booked for the April IDS events, so anyone who hasn't already signed up please do so as soon as possible. The direct address of the Registration System is reg.pcaucr.org. All newcomers need to take the IDS course as a prerequisite to our DE program. There you learn all the basics of car control that will insure your safety and that of our Instructors in the years to come. It's also loads of fun as you slip and slide around the new facility in complete safety. There is only one other IDS during the track season, which takes place in August. So if you want to join us for some amazing driving opportunities in the first half of the season, now is the time to sign up. Anyone who has signed up for IDS can also pre-book for future Driver Education events. Their registration will remain pending until the IDS is completed. It's a great way to insure your place in future DE events, in case they fill up.

We get a great many emails at the beginning of the season asking for information that is already posted and available. To lessen the load on our volunteer Registrar please read the event information and Registration Rules

that are posted on the Club Website (pcaucr.org) before contacting the Registrar. We're happy to assist you with any information or clarification, so don't hesitate if you have an issue we can help you with, or a question that remains unanswered. Please just look first.

Well, I'm getting all excited about the new season just writing about it, so I hope you are too. Your Track Team is poised to make this year another outstanding one, but it's all a wasted effort if you don't come out and join us! Sign up now and sign up often. We're looking forward to sharing the track with you.

See you trackside,
Dave





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PERIPHERAL VISION



By John Adam, UCR Historian

After a hiatus of about 20 years, we have heard from Edwina Melville-Gray. Back then, marriage and a baby conflicted with UCR activities. Now driving a Porsche once again, it's time to rejoin and get back into DE. Welcome back Edwina. Maybe Kirsten (now 24) wants to drive the P-car too.

The 60th annual Porsche Parade will be held in Indiana during late June. Registration will be done electronically on the PCA site. This year, we are going for a shortened week. The accommodations are spread over two primary hotels, as are the major banquets. Apparently, hotel prices will be divulged after you register.

Planning ahead for DE, NNJR hosts an event May 15-17 at Mid-Ohio. Mid-Ohio has been a big favourite at our house. It often rains when we are at that track so their three-day weekend is the best way to ensure that you get decent track time if the weather turns against you. NNJR DE registration opens two months before the event date. Mansfield is the place to stay. Travelodge has a rate of US\$75 for a double room.

Track dates at Watkins Glen are rather interesting. Several PCA Regions have back-to-back dates that could have you on track for five or six days in a row. It's easiest to check The Glen website and pick your poison from May through October. We have always stayed in Corning rather than Watkins Glen and have had no regrets. You might consider taking some extra time to enjoy The Corning Glass Museum or the area wineries.

Along with Excellence, the Porsche AG factory magazine Christophorus provides information on the company's activities and its products. Christophorus also aims to entertain readers and provides lifestyle stories, sports reports and cultural features. It was founded in 1952 and contains an international section, which covers topics from around the world along with a regional section aimed at customers in their specific countries.

The bi-monthly issues can only be obtained by subscription for \$43 per year, which you can order online at the Porsche AG web site. Subscriptions run for at least one year. To order the magazine on the website, please fill in the form at: <http://www.porsche.com/canada/en/accessoriesandservices/christophorusmagazine/subscription/>



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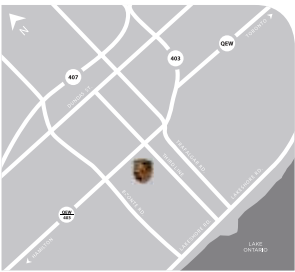
Porsche Centre Oakville Gold Certified Technicians, Andy Macan (left) and Dirk Dunschede (right), stand beside two beautifully restored Classic Porsches.

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