

# BEAR FACTS

NEWSLETTER OF THE POLAR REGION PORSCHE CLUB – Q2 2016





## Everything Old is New Again

Thursday, September 1st, 2016

Join us Thursday, September 1st, 2016 at 7pm for a more in depth look at your Porsche and how its technology has changed over the years.

Porsche Centre of Edmonton will be presenting sessions on:

- Tires • Latest news from Porsche • Porsche's Classic Car program • Alignment • Infotainment

Presenters include **Steve Calder\*** from Michelin & **John Evers**, Technical Support at Porsche Cars Canada. Our Porsche advisors and techs will also be on hand to answer any of your questions.

### RSVP to

events@edmontonporsche.ca or Blaire@edmontonporsche.ca  
Please include your full name and your vehicle name.

\*Planning on going to Jasper Jaunt on September 3rd? Steve Calder will be presenting the same material at our event.

Find us on Social Media

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PORSCHE CLUB OF AMERICA



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Zone 6 [zone6-pca.org](http://zone6-pca.org) Porsche AG [porsche.com](http://porsche.com)

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The opinions and comments expressed in this newsletter are solely those of the author, and do not represent the position of the PCA, the Polar Region of the PCA, the Editor or any of the Officers.



PORSCHE CLUB OF AMERICA

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Cover  
Mystery Drive 2016  
Photo courtesy of Brent Bromilow

Photos in this issue have been generously supplied by Alan Bodie, Brent Bromilow, Angel Dufault, Christian Gersdorff, alana Kublik, Gary Leadbetter, Ryan Nadeau, Porsche Media Central, Arthur Potts and Barry Ryziuk.

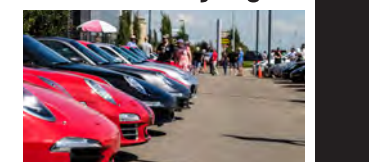
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# PRESIDENT'S MESSAGE **Arthur Potts**

Well, we are part way along in what has already been an eventful season of Polar Region events. At the risk of sounding like a broken record, we have our wonderful volunteers to thank for putting on these varied events, and we of course must thank those who have attended.

Our **Spring Fling** was a huge success and was sold out so quickly the event sponsor, **Marvin Ostrom**, didn't even have a chance to register! We, of course, had to make an exception. The venue for this year was the Faculty Club. The food was great and it was a real treat to talk with members about the coming driving season.

We have had several well attended **Breakfast Tours** already and of this writing there are just a couple of spots left in each of the upcoming **Big Things Tour** and the **Farm Tour**. Unlike our regular Breakfast Tours, these tours require registration. The Big Things Tour is a new drive this year and sounds great and feedback on the Farm Tour is that it is outstanding.

Elsewhere in this issue we highlight the **Auto Obsessed Detailing Tech Session** which was very popular and we all learned something we can use to make our Porsches look even more special. Thank you, Troy and Auto Obsessed.

Our annual **Mystery Drive** was a real hit, as usual, and was sold out in two days! We have to thank Dean of **Modern Auto Body** for again being a fantastic host for this event, both for the starting point of the drive as well as at **Delux Burger** for the wrap up.

The **Concours Unjudged**, reviewed elsewhere in this issue, was amazing and I am not saying this because I was one of the many volunteers for this event, but rather based on the Porsches and owners present, as well as the spectators who came to enjoy it all. Everyone seemed to have a great time.

And finally, I have heard through the grapevine that the Ladies have been enjoying their **monthly lunches**, and I know many of us have been to **Cars & Coffee**. In fact, at our first Cars & Coffee of the year, we had over 40 Porsches!

I can't close without saying that it has been great to see members both old and new at our events this year. There have been several new members, including John Caduhay and Torsten Prues, who have attended virtually every event, which is just great. So, if you haven't been out to an event this year, come and join us and if you been to several...welcome back!

## A Big Welcome to Our New Members!



<b>Geoff Allan</b> .....	2015 Panamera 4	<b>Jason MacDonald</b> .....	2017 911 Carrera
<b>Greg Chase</b> .....	2014 911 Turbo	<b>Gary Maier</b> .....	2015 Boxster
<b>Pieter Conover</b> .....	1969 912	<b>Mike Norgard</b> .....	1995 911 Carrera
<b>Steven Davis</b> .....	2015 Cayenne Diesel	<b>Manuela Pattison-Bacon</b> .....	2017 Macan GTS
<b>Nic Dilullo</b> .....	2013 911 Carrera S	<b>Sheldon Pietrzykowski</b> .....	2016 Cayman
<b>Mark Ferrara</b> .....	2017 Macan	<b>Richard Quinn</b> .....	1987 928 S4
<b>Ross Fraser</b> .....	2008 Cayman	<b>Izak Roux</b> .....	2003 Boxster
<b>Milton Guillen</b> .....	2005 Boxster	<b>Steven Searle</b> .....	2016 Cayman GT4
<b>David Keller</b> .....	2015 Boxster	<b>Jeff Stern</b> .....	2013 Boxster
<b>Matt Kirkland</b> .....	2001 Boxster S	<b>Tom Tang</b> .....	2016 Cayenne
<b>Grey Knechtel</b> .....	2004 911 Carrera	<b>Ivanna Tataryn</b> .....	2017 911 Carrera 4S
<b>Carrie Kohan</b> .....	1999 Boxster	<b>Darcy Weiss</b> .....	2011 911 GT3 RS
<b>Paul Lambert</b> .....	2015 Cayenne	<b>Leo Zubryckyj</b> .....	2007 911 Carrera S

**Polar Region membership currently totals 357...223 primary members and 134 affiliates**

# upcoming events

## August

- 2 Executive Meeting
- 13 Annual Potluck-BBQ **SOLD OUT**
- 19 Ladies Lunch - Barb & Ernie's Old Country Inn
- 19 Werks Reunion [werksreunion.com](http://werksreunion.com)
- 20 Breakfast 'Farm' Tour
- 21 \*Cars & Coffee
- 26 - 28 Whistler BC Weekend
- 27 Tech Session - Garage Frontiers

## September

- 1 Tech Session - Porsche Centre Edmonton
- 3 - 5 Rocky Mountain Jaunt 'Grand Loop' **SOLD OUT**
- 6 Executive Meeting
- 9 Ladies Lunch - TBD
- 7 - 11 PCA Treffen / Lake Tahoe [trefffen.pca.org](http://trefffen.pca.org)
- 18 \*Cars & Coffee

## October

- 4 Executive Meeting
- 7 Ladies Lunch - TBD

## November

- TBA Annual General Meeting
- 1 Executive Meeting
- 4 Ladies Lunch - TBD

## December

- 2 Ladies Lunch - TBD
- 6 Executive Meeting

## Executive meetings

are held on the first Tuesday of each month, 7pm at Porsche Centre Edmonton. You are most welcome to join us; contact our club president Arthur Potts to confirm. For information on the club and/or its events, contact any executive member as listed on page 3. Keep an eye on our website [pcapolarregion.com](http://pcapolarregion.com) and also Facebook for dates and changes on events.



**\*Cars & Coffee**  
Actual dates will be confirmed nearer to the time when we get the weather reports!



**and obsessed**  
**Detailing Tech Session**

In early June, we had over 35 people sign up for this popular Tech Session. This year we had a number of demonstrations including detailing tips particular to Porsches, as well as the proper "two bucket" approach to washing your Porsche at home. As usual, Auto Obsessed were great hosts, opening their beautiful facility just for us and providing all with insights into the proper techniques and products to use. Following our session, a number of members took advantage of the opportunity to stock up on products, with expert advice, for their detailing projects, as well as take advantage of the members only discount on the new Obssssd line of detailing products. Thank you Auto Obsessed for another wonderful session!



## FACEBOOK

We have  
**112 members!**

If you have not joined our private Polar Region Facebook group, you are missing the sharing of great photos, videos, members selling their personal Porsche items and lots more.

Please contact Christian Gersdorff  
[christian@edmontonporsche.ca](mailto:christian@edmontonporsche.ca)  
780.484.3016  
if you would like to join the group.



## Track Time

**Peter Spencer followed by Russ Timmons at Castrol Raceway**  
Photo courtesy of Gary Leadbetter

While the Polar Region is still looking for a suitable track/autocross venue locally, track opportunities are available at Castrol Raceway. As you no doubt are aware, there is [trackjunkies.ca](http://trackjunkies.ca) and also the Alberta Solo Association <http://www.albertasolo.com>. And if you're into some dedicated racing you'll want to be a part of the <http://nascc.ab.ca>.

Here are a couple of videos for you ... and as trackjunkies says, "picture yourself there" <https://www.youtube.com/watch?v=je93Rg9fl-w> and <https://www.youtube.com/watch?v=XDhzi-baiih8>



## Mystery Drive

June 9th

by Paul Curcio

Polar Region events are selling out and the mystery drive was no exception! For the first time we had to cap the number at 30 cars and have members register online. The event was well attended and included 6 new members and 7 members who had never been to the event before.

It's become a tradition to meet first at **Modern Auto Body**, a long time sponsor of this event. A great opportunity to get acquainted and view all the different Porsches while enjoying first class appetizers and beverages compliments of Modern. Thank you Dean and Michelle! In addition, Dean had set up the entire working area within his shop with Porsches at various stages of repair. It was very cool to see behind the scenes. To finish, they had a slideshow of dent repair that they had performed on my Porsche Cayenne S...amazing as it was extremely quick and required no paint.

This year we had draw prizes based on the ticket you received when arriving at the event. The twist was that you had to be in some Porsche attire to win *and key fobs didn't count*. It was a lot of fun! Thank you **Porsche Centre Edmonton** for the prizes.

The Mystery Drive this year was fantastic...a symphony of sound and colour. We had a special car this year, a 2016 purple GT3 RS, which a new member had purchased just the day before our event.

The drive ended with a lot of conversation at the Delux Burger Bar where we were all treated to excellent food and drink by the owners, Jimmy and Dave. Again, compliments of **Modern Auto Body**; it's hard to beat a night like that. If you didn't make it this year quickly sign up next year when we post the event.



## Spring Fling

by alana Kublik & Annette Wilkes

Our Spring Fling this year was held on May 18 in a new facility thanks to the generous sponsorship of club member, Marvin Ostrom. We were treated to a great buffet at the University of Alberta Faculty Club followed by a report from Bert Klaassen on the Track Junkies program and Christian Gersdorff on Porsche news. As well, prizes were drawn which had been donated by Porsche Centre Edmonton. A great time was had by all & we would again like to thank both our sponsors for their help with this event.

# Two Brothers, One Friend & Forty Years of a Porsche's Life

by André Dufault



Some of you have already met **Ray Duma** and had the chance to see his amazing 1973 911 Carrera RS 2.7 up close. Ray was kind enough to bring it to this year's Concours. I had the opportunity to go for a ride with Ray, in itself amazing, but equally amazing, found out that not only had Ray and his brother owned this car for the last forty years but also learned that former club president Alan Bodie had at one time rented the car for a year or so. Here are some comments from both Ray and Alan and some specs on this truly great car...

## Have you always been a car person?

Yes as a farm kid from Alberta I always liked cars. Didn't have much just like most other kids back in the sixties. Being on a farm we were quite resourceful at fixing things and improvising. We took an old 1953 Chevrolet and removed the body, cut about two feet out from the frame and drive-shaft, added dual wheels and had a bit of fun tearing up the fields.

The Carrera RS 2.7 is still rated by many as the best 911 of all. Just 500 were supposed to be built for homologation purposes, but because of the model's popularity the final tally was more than 1,500 cars.

### VITAL STATISTICS

Top speed:	148 mph
0-60 mph:	5.9 sec.
Engine type:	Flat-six
Displacement:	2,687 cc
Max power:	210 bhp at 6,300 rpm
Max torque:	188 lb-ft at 5,100 rpm
Weight:	2,160 lbs.
Gas mileage:	14.7 mpg
Price:	\$13,580



*"...an unmatched thoroughbred."*

"Light weight and loads of power make the RS one of the most nimble-feeling 911s ever built. The flat-six engine will rev high without a hint of strain. At low speeds, it's easily controllable and its sharp throttle response is matched by a stiff chassis, precise steering and large brakes. Although the ride is firm it never feels uncomfortable. In all respects, the RS, though an unmatched thoroughbred, is just as usable as any other 911."



The dash is stock 911, but much has been deleted from the interior to reduce weight.

### NOSE TO NOSE BMW 3.0 CSL • Ferrari Dino 246 GT • Porsche 911 Carrera RS 2.7

TOP SPEED	0-60 mph	POWER	WEIGHT	RIVAL CARS
133 mph	7.6 sec.	200 bhp	2,888 lbs.	BMW 3.0 CSL
148 mph	7.3 sec.	195 bhp	2,610 lbs.	FERRARI DINO 246 GT
148 mph	5.9 sec.	210 bhp	2,160 lbs.	PORSCHE 911 CARRERA RS 2.7

## How long have you been interested in Porsches?

Work in the oil patch took me overseas. While living and working in Holland I purchased my first Porsche which was a 1975 911SC Targa. That was a great car that I kept for exactly one tax free year and drove all over Europe all the way from Rome, Italy to Western Ireland and most countries in between. They have great roads in Europe and a good respect for well built fast cars. I think it was 1976 that I came back to Canada on holiday and my brother and I found a German immigrant that had a special 911 that he brought to Canada. That car turned out to be the 1973 911 Carrera RS.

My brother kept the car for ten years and I purchased it in 1986 while continuing to work overseas and taking care of and enjoying the car during my holidays. I have owned this car for 30 years and have known it for 40 years. I have a collection of Porsche books and car magazines from years past and this has given me the inspiration to keep this car. It was specially built to qualify for Group 3 racing. The car has many Porsche firsts and it was the last of the Bosch mechanical fuel injection systems. From 1974 onwards, cars evolved to meet ever changing safety and environmental standards. My best source for knowledge about the 1973 Porsche is [www.early911registry.org](http://www.early911registry.org).

My daily driver is a 2008 911 Carrera, a well equipped good 997. Another car that I own is a 1966 Chrysler Newport – a true land yacht that is all original that turns heads and gets lots of compliments.

## I understand that your brother Tom has a 930 Turbo.

Yes, he still has the 930 turbo. It was one of 12 that was sold in Canada. None were allowed in the USA - at least that is what I was told. I remember driving it one time and the turbo lag was significant. When it kicked in you had to be prepared for the launch because it is VERY fast. The early 930 turbo only came with a 4-speed manual transmission because Porsche thought that the 5 speed was not built strong enough. My brother has a bunch of other cars including a 928 Porsche, BMW, Peugeot, Lancia, Alfa Romeo, Mazda, Ford and Skoda.



**1973 The 911 RS 2.7 Carrera** is announced at the end of 1972 for production in 1973. A homologation special is offered as the ultra-lightweight RSH, the slightly less basic RS Sport, the fully race-modified RSR and the road-going RS Touring with extra luxury trimmings.



## Beauty and the Beast by Alan Bodie

I first met 'The Beast' in 1977, when my friend Tom Duma dropped by to unveil his latest discovery. Apparently a Porsche mechanic had brought the RS into Canada when he immigrated, and decided to sell the car to purchase a 4WD tractor. Tom had been the only person interested enough to make the half-day journey north to examine the car.

My own car experiences had been limited to domestics, and I couldn't grasp why someone as clever as Tom would pay the price of a new Corvette for a four-year-old import, with half the displacement, and a no-frills interior. But Tom was confident that the RS was rare enough to hold its value, and in the meantime he'd have it as his fun machine. Some machine! The RS is a giant killer, with its sensational engine, superb build quality, and above all, a curb weight less than 1100 kg to accelerate, turn and brake!

The following year, Carol and I were offered a unique opportunity. As Tom was about to set out on an extensive overseas walk-about, he needed a special temporary home for the Carrera. We didn't need much persuasion, and in appreciation for taking on the stewardship duties we were given "reasonable" use of the RS until Tom's return. His only mandate: "Treat it like you own it"

For the next year and a half, we enjoyed regular outings on the least-traveled highways around Edmonton, and bestowed the nickname "The Beast" to this agile and snarly little car that redefines your benchmarks for performance. With its abundant torque and low weight, heavy throttle in first gear felt abusive, so I typically short-shifted into second and then let the eager engine wind up freely in the mid-range gears. Cornering did not require much concentration – you simply visualized your line, and the car traces that line almost intuitively. When car people talk about "telepathic steering," this is precisely what they have in mind.

I can still hear the popping and barking of the exhaust when backing off the throttle sharply. The race-tuned exhaust was not designed for steady-state cruising, as this produces a monotonous drone, which is instantly corrected by dropping down a gear or two, and then charging back up to more satisfying speeds! The Beast seemed immune to gravity, and its primal howl while attacking a steep grade is the music Porschephiles dream of.

Eventually, Tom returned from his quest and we surrendered The Beast to him, as pristine as the day he had left it. We filled the void – physically at least - with a silver 911SC, but the time we spent with The Beast, so many years ago, was special and never to be forgotten. Thanks, Tom, for the memories.

And Ray, congratulations for having had the self-restraint to turn down more than one suitor aiming to add a Carrera RS to his collection. It's great to see such an iconic Porsche, still in the Duma family, and on the road in the Polar Region!



**Beauty and The Beast** Bodie driveway, 1978. The car looks fabulous in the photo, by the way. Carol as well, of course, standing behind it in a white dress - probably Armani of course.

**Editor's Note:** Ray and his brother Tom are clearly car people. Alan also sent this picture along, circa 1980. A 1976 930 Turbo that Tom had somehow managed to acquire. Alan said it was one of the first with the Europe / Canada spec...translate to even more power. Next to the turbo, Alan's 1978 - 911SC which ended up with another club member – past president Paul Conquest. What a small world it is. Once again, the beauty Carol, next to Tom who was about thirty at the time and Alan's son (now 36) sitting on the whaletail.





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# Concours Unjudged

by Arthur Potts

The success of this years' Concours Unjudged was due to our volunteers, generous sponsors, wonderful Porsches on exhibit (not to mention their gracious owners) as well as the spectators that came to join in the fun.

We had over 30 Porsches, and while it is difficult to select even just a few to highlight, I would be remiss if I didn't try. We have to start with Darcy and his People's Choice winning GT3 RS and the second, by one vote, amazingly original 911 Carrera 3.2 of Mark Mullin.

A real favourite of the crowd, particularly those in the know, was Ray's very rare, very valuable '73 RS. For most of us this was the first time we have seen this one year only model. What a treat!

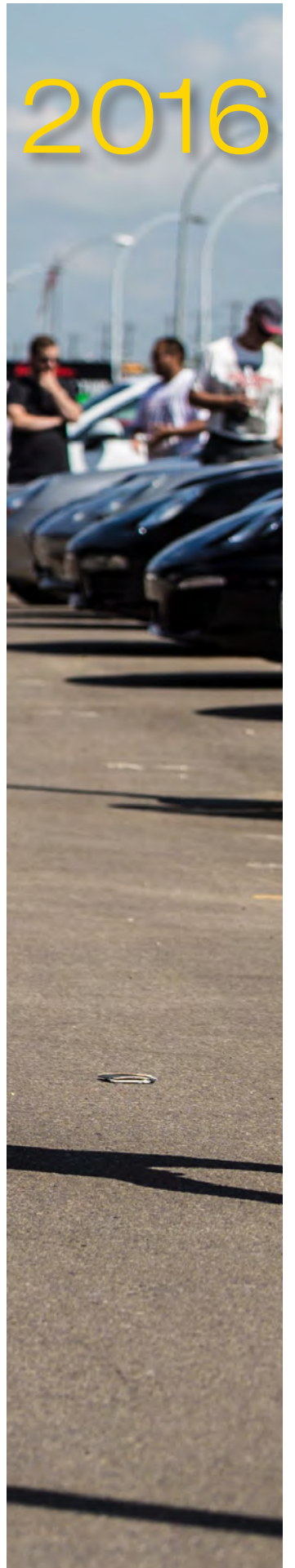
Peter brought his 996 Cup Car, which won its' class at the 24 Hours of Daytona in 2005 and just down the line was Tim's GT3 RS. We had five beautiful turbos spanning from '79 to 2016, an extremely low mileage '98 Carrera S and..., well you get the picture, a great assortment. I should also mention Torsten's Macan S (lots of people were asking about what it is like to drive - wonderful is the word), Paul's beautiful blue Cayenne and John's 944, all firsts for us in a Concours.

We must pay special tribute to our sponsors - **Porsche Centre Edmonton** provided us a fantastic venue, complimentary food and drink and 30 door prizes. **Auto Obsessed** sponsored the People's Choice Award and goodie bags for all entrants. **Garage Frontiers** provided gift certificates for all entrants and spectators, as well a larger gift certificate. And finally, **Certified Radio** provided a dash camera. We can't forget the donation of a very cool cutaway turbo charger from **Dave O'Neil**. Thank you everyone!

We hope to see even more Porsches register next year and we have some new additions to make the event just that much better. Hope to see you there.



PORSCHE CLUB OF AMERICA  
**POLAR REGION**



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## getting to know...



This issue we are highlighting Garage Frontiers in our series recognizing strong supporters of the Polar Region. We will look to better understand what the business has to offer, meet the people and learn why we might want to consider dealing with them.

Garage Frontiers is owned by Jeff Stern, a Polar Region member and supporter. Unlike many companies that supply various products for completing a garage interior, Garage Frontiers supplies and installs, with installers that are employed by Garage Frontiers, not subcontracted. Personnel arrive on-site, well trained, in uniform, and driving company owned trucks – all very professional.

Garage Frontiers is a Baeumler Approved company, a name some of you may recognize from the popular HGTV show host, Bryan Baeumler. In his words "I have established the Baeumler Approved Program to give you the peace of mind of knowing that you are dealing with someone who has a history of quality of service, insurance and professional certifications."

Upon entering Garage Frontiers, we begin to see the wonderful assortment of colours and products available. Samples of flooring are shown in a rainbow of colours, and they have very helpfully set up a series of vignettes to help one visualize some of the flooring,



by Arthur Potts

cabinets and storage solutions and how they could work together.

Having been formed in 2006, Garage Frontiers has a range of flooring and cabinet options to suit any budget as well as slot wall and other accessories that help organize and enhance garages. Flooring options include floor coatings, Racedeck and Swisstrax, all of which start with a professional assessment of the condition of the concrete.

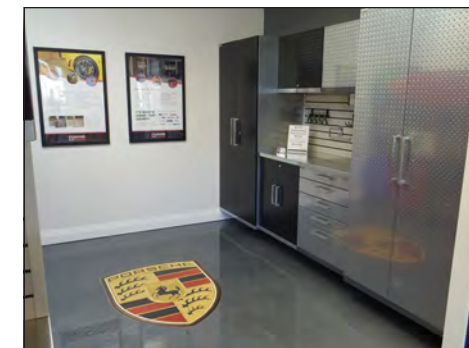
One of the many areas that separate Garage Frontiers from the typical, is that they employ remedies to deal with a whole range of concrete issues, helping ensure that your new floor looks like new for years to come. Jeff, a recognized Coating Inspector (through the National Association of Corrosion Engineers), brings some technical muscle to assessing the state of your concrete and recommending the appropriate solution. Then his installation crews go about implementing the recommendation,

which is usually quick to install and surprisingly inexpensive.

Apart from tile products like Racedeck, Garage Frontiers has a range of proprietary coatings with literally thousands of colours available. Some have a stained concrete look, and some look more like granite...the range of options exceeds one's imagination. You can even include a logo; in fact, one of our Polar Region members had a Porsche logo put into his floor, and it looks amazing!

The variety of cabinetry is also first rate, with a range of finishes, prices and styles. These are cabinets with the right look and built to withstand the conditions of a garage environment.

For more information about Garage Frontiers products and services, contact Jim Mathews / 780.953.7877 or visit their showroom at 8331 Roper Road NW [www.garagefrontiers.com](http://www.garagefrontiers.com)



cont'd from previous page...

## Jeff Stern

Jeff has long appreciated Porsches, and his history with Norden (now Porsche Centre Edmonton), goes back to 1991 when Jeff owned Riverbend Detailing and they used to detail cars for Norden. So, it was only natural that Jeff went to buy his first 911 at Porsche Centre Edmonton. But a funny thing happened in the showroom as Jeff searched for the 911 of his dreams. He came across a stunning Aqua Blue Boxster. It was love at first sight, and if you have seen Jeff's Boxster, you can appreciate his reaction to this beautiful one year only colour.

Since buying his Boxster, Jeff hasn't put on a lot of kilometers, but he has gone on a Breakfast Tour and has been to a number of Cars & Coffee. He is really enjoying the club and is looking forward to participating in other events.

Prior to buying his Boxster, Jeff had owned a number of BMWs. Given that history, it is somewhat interesting that the next vehicle on his radar is a 911 Cabriolet, or perhaps his favourite of all, the Targa. In any event, Jeff knows the Boxster, his first Porsche, won't be his last.

### Tech Session, Including a German Themed BBQ – Saturday, August 27th

**Garage Frontiers** is hosting a Tech Session on garage interiors. Registration is required; click on this link: <http://www.pcapolarregion.com/event/garage-frontiers...ion-registration/>

11:00am – 2:00pm

- The truth about Floor Coatings
- Trouble-shooting concrete cracks and spalling
- Tile Floors vs Coated Floors
- Cabinets and Storage Systems

**In addition, enjoy complimentary**

- German Themed BBQ
- All baked goods will be provided by Artistic Bakery (Polar Region Member, Perry Schwabenbauer)
- Ample Parking
- Showroom with Vignettes

**For Tech Session information,** contact Arthur Potts / 780.483.4826 [arthurpotts@yahoo.ca](mailto:arthurpotts@yahoo.ca)



When Porsche came out with the Boxster back in 1997 to help diversify the brand there were mixed feelings from a lot of people. I've heard every comment from "it's the poor man's Porsche" to "it's a girl's car". But for those of us that have had the pleasure of driving a Boxster, we know that it is one of the best-balanced sports cars in the world. The layout of the mid-engine flat six is the perfect recipe for a sports car and when you drive the cars considered direct competitors, this becomes very evident.

Regardless of how amazing this car is, there has always been controversy. With the original 986 generation (1997-2004) some felt that it did not have aggressive enough styling and it could use more power. It was also the originator of the infamous "fried egg headlight". The 987 generation (2005-2012) seemed to appeal to larger masses but it wasn't until the 981 generation (2013-present) that it seemed to start to truly get the attention from those that never warmed up to the Boxster. Porsche seemed to finally nail it in the styling department and was also up in power putting out 315hp in the outgoing 2016 Boxster S. That's pretty nice power for a car that's just under 3000lbs.

Just when you thought Porsche was on a roll and they could do no wrong; they go and get the purists stirring with the new engine for the 2017 model. They have followed suit with many of the automakers and opted to go to a smaller engine with forced induction in the form of a turbocharger. The base model gets a 2.0L flat four with DFI (direct fuel injection) and the S gets a 2.5L flat four but it also incorporates a variable vane geometry turbo just like what they use in the 911 Turbo and Turbo S in pairs. Now this of course is a departure from the Boxster's typical layout but this is certainly not unfamiliar territory for them. The very first Porsche ever built was a mid-engined flat four and there have been many since that car, one of which had the 718 badge which adorns the rear of the new car for 2017 model year.

There are a lot of other changes on the new Boxster but in typical Porsche fashion they are subtle and solidify their philosophy of "evolution not revolution". The headlights and taillights are all new which also means the front and rear sheet metal are also all new. In fact the only body parts that aren't new are the front and rear lids. The side profile line sits lower as well giving the car an overall more aggressive and lowered look. On the inside the dash is also all new with differently shaped air vents and other subtleties, but the biggest news is the new PCM 4.0. This new infotainment system reacts far quicker than the old 3.1 and has nicer graphics and also the option of Apple Car Play. This a welcome addition and the same unit that was reviewed in the 2017 911.

Some other significant changes that are under the skin of the 718 such as the front brakes (taken from the outgoing base 911) and the steering gear is 10% more direct and is taken from the 911 Turbo. When we drove the cars back to back with the outgoing 2016 model we did slaloms with both and it was immediately noticed as you tossed the car around the cones, hard to believe you can make such a great handling car even better but they have!

For training on the new Boxster we travelled to Montreal and got to enjoy the car on a piping hot day at ICAR in Mirabel. This is a fantastic facility where they have a go-kart track and the 16 turn track we were on. You can try anything from a multitude of Super Cars, NASCAR, rally in a specially tuned Subaru WRX STi and you can even take the controls of a helicopter at over 200kms/hr.

We did several exercises including the previously mentioned slaloms with the outgoing base and S and then the new base and S. We also did heavy acceleration tests with both to see the differences. You truly get an appreciation for the differences doing these exercises and some of the outcomes truly surprised me. The first thing you notice is the exhaust note and since the flat six has an amazing sound the 718

has some big shoes to fill. I know that I'm going to get those that will say that it just doesn't sound the same anymore, and there is no doubt about this. But it actually sounds pretty good, and with the sport exhaust it sounds even better! The steering of course is definitely improved, the braking as well, which is necessary with the improved acceleration of the new car. There is some turbo lag, especially in the base car. I would definitely advise you to get the sport chrono package as I did find it helped reduce this somewhat. The S is less evident and is an absolute rocket! The 981 has always been a fantastic car, but it is so improved on a performance level that it left me realizing that the new Boxster would demolish my 993 Turbo both on a track and in a straight line I'm pretty sure!

While we are on the topic of how it compares to other cars, we also drove competitive cars in the shape of the new Audi TT-S, the Jaguar F-Type Roadster with the supercharged V6, the Mercedes Benz SLC and the BMW Z4. Out of the bunch, only Porsche and the Jaguar are available with manual transmissions. The on-track performances of the cars are really very different from each other. The Merc was really out of its element on the track and is more a cruiser than a sports car. The Z4 and the F-Type I found to be similar in character and the TT was surprisingly the one I'd find to be the closest in performance to the 718. It also had a dual clutch gearbox but it really

felt slow in comparison to the lightning fast shifts of the PDK. Porsche further improved the already amazing transmission in how smooth and fast it shifts as well as how intuitive it can be to what you are doing at any given time. This leaves you in the perfect gear and power band at all times, as soon as you get on the throttle it is immediately ready to leap ahead.

The need to reduce carbon emissions and improve fuel economy has Porsche changing their winning formula with one that has many up in arms. But Porsche is first and foremost a sports car company and their intention is to build the best sports car. They have without any doubt made it better in this regard. So much so, that to put things into perspective, I'll give you some stats on the numbers – they don't lie. The 718 Boxster S is 16 seconds (yes 16) faster than the outgoing 2016 model. That's not a small improvement; that's massive! It's also 6 full seconds faster than an Audi R8 V10 Plus, that is a car with a V10 and well over 500hp being spanked by a little car with a four banger! This just shows how well Porsche has dialed this car, truly squeezing every ounce of performance out of the 718. Porsche really shows the rest how it's done! It is also 5 seconds faster than the Boxster Spyder and only 2 seconds slower than the Cayman GT4! This is done by producing 350hp from the 2.5L but more importantly, a whopping 309lb/ft which comes on at 1900rpm and is available all the way to 5000rpm. The mid-

range torque truly transforms the 718 into a beast that will annihilate so many cars not only on the track but anyone thinking they will have an easy win at the lights might be in for a very rude awakening. Porsche claims that the 0-60 time is 4 seconds flat, and this is with the manual transmission that is actually faster than the PDK surprisingly. Now we all know that Porsche is very conservative with their performance figures so I'm looking forward to seeing one of the car magazines do some real world numbers as I'm guessing on a 3.8 0-60 time give or take. That is a seriously quick car!!

All this and it is still the most practical roadster on the market giving you two trunks that allow you to get a set of clubs in a regular sized tour bag in the rear trunk, or two sets packed in smaller carry bags with your drivers out. On the latest versions of the Boxster you get two medium sized hard shell suitcases. The convertible top also goes up or down in 9 seconds. That's faster than most of the competitors take to just do one of the two.

Not everyone might agree with me, but I think Porsche has done a fantastic job given the ever-imposing restraints they have to work around. There is no doubt the car is different in areas we could miss, but given the performance they have replaced the old car with I can easily grow to love the new sound. Another job well done in my humble opinion. Now bring on the GTS!

### Christian Gersdorff

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I have had the privilege of working for Porsche for over 10 years now and have been a member of the Porsche Club for just about as long. I have always loved anything to do with cars and especially this iconic brand. My professional background started as a technician which allowed me to truly understand both the inner and outer workings of vehicles. When I found myself wanting a change of pace I took on the role of a service advisor and worked for several years with Porsche's sister companies Volkswagen and Audi before landing that same position for Porsche. Ultimately this has earned me a position helping people find their dream cars and I couldn't be happier! I have the experience and the knowledge to help you find your vehicle and I pride myself with giving everyone the best buying experience I can deliver. If you ever need advice on a vehicle or service and have the time to pop in for an introduction, I would be very happy to meet you, or feel free to call me anytime!

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# the last lap

André Dufault

As many, many times before in our 12 year history of producing this newsletter, we entered **Bear Facts** in the PCA newsletter contest. Judged and awarded at Parade, five classes (based on membership numbers) from all the regions participate in this contest. We have taken both second & third place honours many times before. However the bonus points awarded for publishing frequency has seemed to put us at a bit of a disadvantage. This year though, the stars were aligned, and I am pleased to say that our newsletter has for the first time ever in the 25 year history of the club taken **FIRST PLACE** in its class! I am happy to thank and congratulate the lady that really makes Bear Facts what it is – my talented wife Angel, and also all of our contributors and sponsors... collectively we did it – **FIRST PLACE!**

To win first place in a newsletter contest you need a sharp looking product and content that is relevant to membership. I'll be submitting this issue in the next contest...thanks again to Angel for the look, Arthur and Christian for their ongoing contributions and to all of our advertisers and sponsors that make it possible.



The Polar Region is doing very well this year. The executive & membership is strong and events are being well attended, with both early response and capacity registration. The website seems to be working well and is really helping organizers with event notification and subscription. We are also starting to see members coming forward to help with the executive and events. Everything that happens in this club starts with volunteers! If you are interested in being more involved with the club, contact any member of the executive on page 3 to discuss how you might help.

As you know Bear Facts is published quarterly. This year we are thinking of changing it up a bit and producing a calendar for the 4th issue which comes out in December. There has been some discussion on how and what photos we would use for it. Personally I would like to use photos of members' Porsches... ideally in a great setting. Of course I can only do that if you send me photos (I need twelve). So if you'd like to see your baby in print, send me some interesting pictures. We'll have some members of the executive pick the best 12 and make a great calendar. The deadline for submission is August 31st but don't wait until the last minute – you know you'll forget! If you have a great shot, send it to me now and provide the car details, such as year, model, colour etc. What might also be fun is to have your favourite Porsche story with the photo. Just a few lines about your best experience or trip or why you picked that model. Your input and suggestions are welcome and I hope you take the time to make this happen.

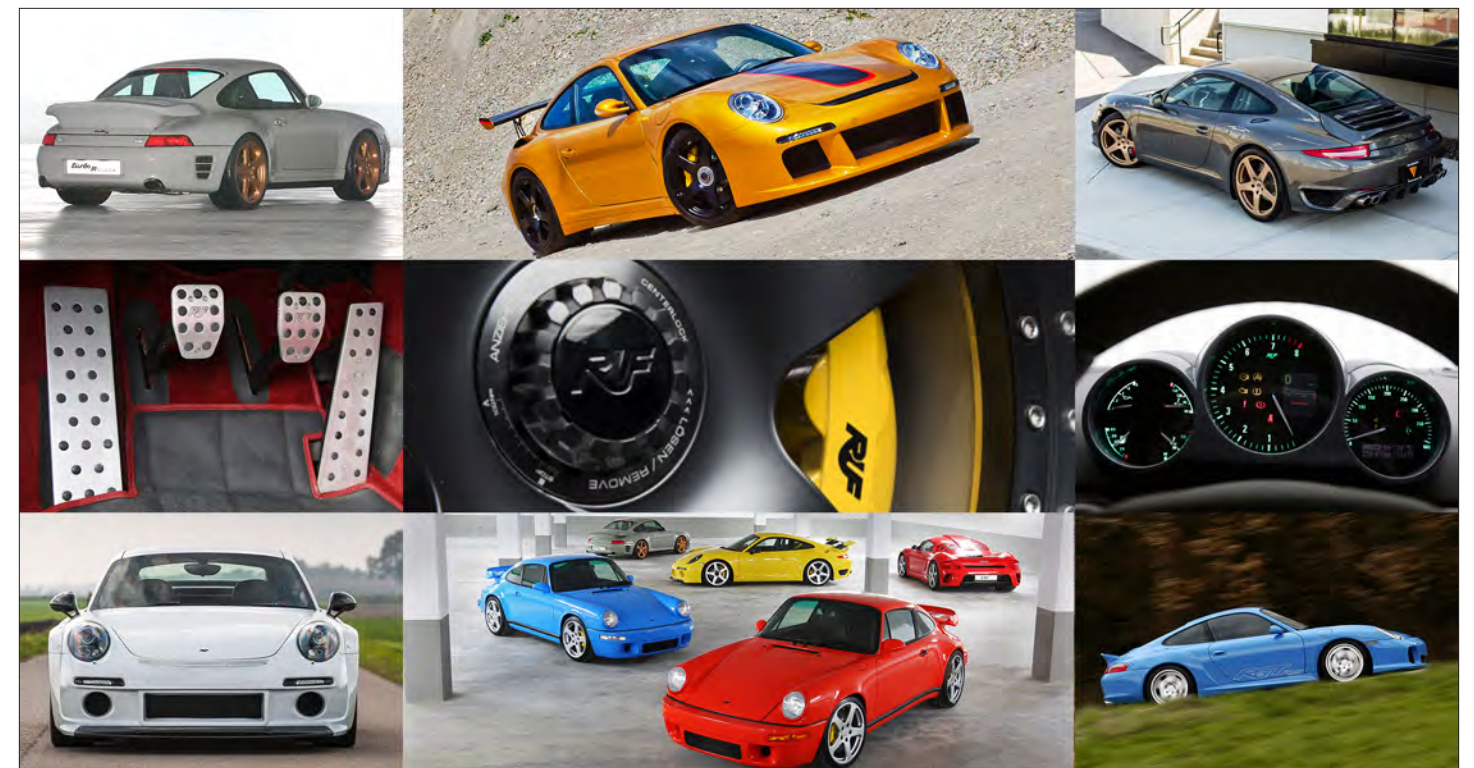
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Thanks to member **Scott Catral**  
we now have proof that  
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Scott's wife Trina surprised him with this amazing cake for his 50th birthday. Lucky guy, he also has the real thing... a black 1986 Turbo you may have seen at the Concours.



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