

# BEAR FACTS

NEWSLETTER OF THE POLAR REGION PORSCHE CLUB — Q2 2017





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**MEMBER AT LARGE**  
Gordon Gee



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MEMBERSHIP**  
Bob Wilkes



**ZONE 14  
REPRESENTATIVE**  
Dina McDonald

Welcome to our new Zone Rep!

### Websites FYI

Polar Region [pcapolarregion.com](http://pcapolarregion.com) PCA National [pca.org](http://pca.org) Porsche AG [porsche.com](http://porsche.com)

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Contact André Dufault for further information.

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.

Photograph by  
Gordon Gee



Konan and alana Kublik's  
2016 Carrera 4 GTS

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# PRESIDENT'S MESSAGE

Arthur Potts

Since our last issue, we have had our first New Year Awards Banquet, held at the beautiful Art Gallery of Alberta. This striking building made a wonderful backdrop for a night celebrating those who volunteer and sponsor our club. We had the entire Art Gallery to ourselves, as it closed to the public prior to our arrival. It was a great evening and we owe a big thank you to our Social Committee, and to alana in particular. Look for the article on the event in this issue. If you couldn't join us this year, we look forward to your being a part of it next year.

We also had our Annual Brunch at the Royal Glenora at the end of March. The food was delicious, and it is always fun catching up with members of the club, and discussing what's ahead for this years driving season.

My presence at the brunch was immediately preceded by my attendance at our Zone's Presidents Meeting. All of our Zone's Presidents get together annually, along with our Zone Representative and one of the Executive Members of PCA National, and we discuss issues relevant to PCA and our zone. So, what's the news?

Many of you will know that we have been part of Zone 6, the largest zone in PCA. This has made it a challenge for our Zone Representative to get to all 16 regions in our zone and geographically the zone is so big it is difficult to organize activities involving several of the regions. The Grand Tour was a real success, but it also took considerable work to pull off.

So, as of about a month ago, we are now the newest zone – Zone 14. Our new zone is very much oriented north – south, and includes Wildrose (southern Alberta, based in Calgary), Living Skies Prairie (Saskatchewan, based in Saskatoon), Big Sky (western Montana), Absaroka (eastern Montana and northern Wyoming) and Yellowstone (parts of Wyoming, Montana and Idaho, but all of Yellowstone National Park).

We also have a new Zone 14 Rep., Dina McDonald, who stepped down from being President of the Wildrose Region to accept the position. Dina will join us at one of our events this year to introduce herself to our region.

Speaking of Wildrose, they are celebrating their 35th Anniversary this year and have invited us to join them. The weekend event includes a lovely drive, some very nice meals and a trip to a wonderful car collection. It all happens on Saturday June 3rd and Sunday June 4th. We will be sending out an e-mail with registration details in the near future.

And the last piece of exciting news from the Presidents Meeting is that there will be a Treffen in Banff next year. Treffen is the new term for what were called Escapes. These events focus on driving tours, socializing and dining in beautiful locations. The Banff Treffen will be centred around the Banff Springs and runs from September 12 – 16, 2018. It'll be great!

So long for now and hope to see you at the **Spring Fling, May 17th**. Watch your e-mail for further details.

## A Big Welcome to Our New Members!

PORSCHE CLUB OF AMERICA  
**POLAR REGION**

### **Note:**

**Remember that local dues are separate from the national dues and help to fund our club's local activities. Please ensure that both your local and national dues are current.**

**Brent Gosse**  
**Brandi Granger**  
**Guy Kerr**  
**Numa Kwan**  
**Zach Menzel**  
**Seiji Ohuchi**  
**David Oldreive**  
**Mike Staines**

2016 Cayenne  
2010 911 Turbo  
2013 Boxster  
2014 Cayman  
2015 911 Carrera GTS  
2017 Macan  
1979 911 SC  
2010 911 Carrera S

**Polar Region membership currently totals 364...230 primary members and 134 affiliates.**

# clubsocial

## May

- 9 Exec Meeting (*date change*)
- 12 Ladies Luncheon at Chic Hog O's
- 17 Spring Fling
- 20 SW Breakfast Tour #1
- 21or22 Porsche Coffee Morning

## June

- 3/4 Wildrose Region's 35th Anniversary celebration
- 6 Executive Meeting
- 10or11 Porsche Coffee Morning
- 16 Ladies Luncheon at Allegro West
- 17 NW Breakfast Tour #2

## July

- 4 Executive Meeting
- 8 Annual Concours
- 9 Porsche Coffee Morning
- 9-15 PCA Parade <http://2017parade.pca.org>
- 14 Ladies Luncheon at XIX
- 14 Evening Mystery Drive
- 16 Annual BBQ
- 29/30 Rosebud Driving Tour

## August

- 1 Executive Meeting
- 12or13 Porsche Coffee Morning
- 18 Ladies Luncheon at Trestle Creek (*spend the day enjoying the beach with a barbeque at the end*)
- 18 Werks Reunion Monterey <http://werksreunion.com/monterey.cfm>
- 19 Farm Driving Tour
- 31 Tech Session at Porsche Centre Edmonton

## September

- 1-4 Columbia Valley Jaunt
- 5 Executive Meeting
- 9or10 Porsche Coffee Morning
- 15 Ladies Luncheon at Yanni's
- 20-24 Treffen North America Ashville <https://treffen.pca.org>

## October

- 3 Executive Meeting
- 13 Ladies Luncheon TBA - need one surprise!

## November

- 7 Executive Meeting
- 17 Ladies Luncheon at the Enjoy Centre

TBA Annual General Meeting

## December

- 5 Executive Meeting
- 15 Ladies Luncheon at the Chateau Lacombe

### 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.

### Ladies Luncheons

To attend any of the ladies luncheons or to be put on the contact list, call alana at 780.298.3287 or by email [liveandlovetfabulous@gmail.com](mailto:liveandlovetfabulous@gmail.com)

### Coffee Mornings

Our very popular coffee mornings will begin again **May 21 or 22 at Hawrelak Park**. Dates are dependent on weather and will be confirmed via Facebook & email.

### Spring Fling

The Spring Fling will be held at **Homefire Grill on May 17** (6.30 - 10.30 pm). There will be a \$10 fee to cover a wide range of appetizers. Register online at <http://www.pcapolarregion.com/event/spring-fling-registration/>

### Annual BBQ

Our barbeque this summer will be **Sunday, July 16 at the OTS Park**, south of Anthony Henday on Rabbit Hill Road. A link for registration and more information to come.



## FACEBOOK

We have  
**118 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.

## PORSCHE

Porsche Centre Edmonton

## TECH SESSION

There will be a tech session at PCE on **August 31st** with representation from Porsche Cars Canada, Brembo Brakes and Pirelli. It promises to be a fun event and Guy Moffat, Operations Manager at PCE has something for you to see (*a surprise*) that is very unique. Invitations will be sent out in June or July.

## Treffen North America Formerly PCA Escape

Last year the PCA's first ever Treffen North America was held in Lake Tahoe. 2017 has two – one in Austin, TX and the other in Ashville, NC. In 2018 there will be one in Santa Ana, NM on April 25 and another in Banff, yes our Banff September 12...a must attend! AND it's being held at the Fairmont Banff Springs Resort. Does it get any better?

Check it out at <https://treffen.pca.org>

## Grand Tour 2018

For those of you that attended the first Zone 6 Grand Tour, you'll be happy to know that plans are underway for a 2018 Grand Tour that could include Zone 14, the Polar Regions' new Zone and also Zone 6. More to come as it becomes available.



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## Saturdays

meet at 7:45am / depart at 8am sharp

(unless indicated otherwise)

For further information contact Ivor  
780.909.0350 / ilammerink@hotmail.com

**\*Online Registration links will be live May 6/6pm**

### May 20 Southwest Tour

Meet at Porsche Centre Edmonton

This tour will be organized on behalf of Ivor by Alex Eliuk

Any questions contact Alex  
780.486.7446 / alexeliuk@shaw.ca

### June 17 NW 5 Lake Tour

Meet at Porsche Centre Edmonton

This tour will be organized on behalf of Ivor by Paul Curcio

Any questions contact Paul  
780.990.2844 / pcurcio@printerworld.com

## July 29 & 30 Rosebud Theatre Tour



Music & Book by James Valcq. Lyrics & Book by Fred Alley. Based on the film by Lee David Zlotoff.

"Poignant and spine-chilling! A show with universal appeal!" – Variety

A feisty parolee starts over again in a small town, and finds herself working at the Spitfire Grill. But news of her past makes her attempt at a second chance more difficult than expected. An uplifting folk musical about unlikely friendships, redemption, and a place to call home.

**Meet at Cora's Restaurant / 2920 Calgary Trail - Departure 9am sharp**

This is an overnight event with registration limited to 30 tickets/15 rooms.

The tour will travel through the back country to Drumheller, visit the Hoodoos, road of the Eleven Bridges and a pub stop at the Last Chance Saloon in Wayne, followed by a Buffet dinner at the Rosebud restaurant and performance at the Rosebud Theatre. On Sunday we make a visit to the Royal Tyrell Museum before heading back to Edmonton.

**Package Price \$275 for Two**, includes standard queen room at the Quality Hotel, Drumheller with continental breakfast, Rosebud Theatre tickets & dinner for two.

(room upgrade to standard kings may be available at registration, subject to availability at a cost of \$25/room)

**Price does not include** admission to the Tyrell Museum, lunches or beverages.

Register online by July 6th at <http://www.pcapolarregion.com/event/rosebud-theatre-tour-registration/> (link will be live May 6/6pm)



### August 19 Farm Tour

**Meet at Cora's Restaurant  
2920 Calgary Trail  
Departure 8:30am sharp**

This will be an all-day tour with registration limited to 15 cars.

Register online by August 5th at

<http://www.pcapolarregion.com/event/farm-tour-registration/> (link will be live May 6/6pm)

**Cost \$25 per person** including the tour and lunch (drinks extra).

## September 1 - 4 Columbia Valley Jaunt

**Our 15th Annual Polar Region Jaunt...expanded to four days and going beyond the Rockies!**

Register online by July 1st at <http://www.pcapolarregion.com/event/columbia-valley-jaunt-registration/> (link will be live May 6/6pm)



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# Columbia Valley Jaunt

## Sept 1-4, 2017

The Jaunt is a blend of driving challenges,  
seeing parts of our great country that  
you may not visit very often...  
but above all, experienced with  
fellow Porsche enthusiasts.

This is the **15th Annual** Polar Region Jaunt  
and we are expanding the tour  
beyond the Rockies!

We have a new exciting program featuring...

- An additional night in Calgary
- Head Smashed In Buffalo Jump Museum
- Frank Slide Interpretive Centre
  - BC Columbia Valley
  - Brembo Brakes
- Keynote Speaker & Tech Event
- Sunday Formal Banquet

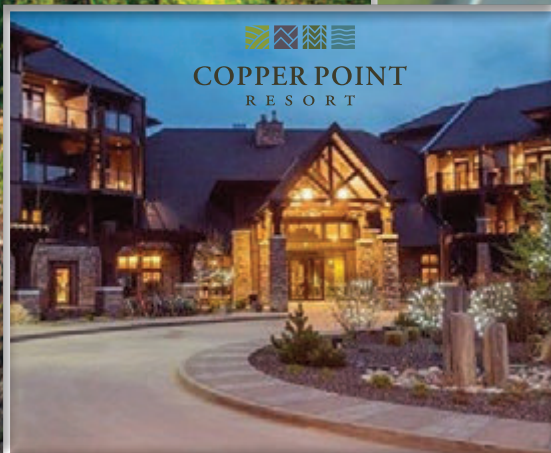
For further information contact Ivor Lammerink  
780.909.0350 • [ilammerink@hotmail.com](mailto:ilammerink@hotmail.com)

**Register online by July 1st, 2017 at**

**[http://www.pcapolarregion.com/event/  
columbia-valley-jaunt-registration/](http://www.pcapolarregion.com/event/columbia-valley-jaunt-registration/)**

**(this link will be live May 6/6pm)**

**Book early...limited space available!  
We have only 25 rooms reserved  
until our July 1st deadline.**







Presented by Paul Curcio, **Arthur Potts** was the well deserved recipient of the **Peter and Ruth Snyder Enthusiast of the Year Award**.



**Gordon Gee** was the lucky winner of the **PCE Grand Prize** Jasper Park Lodge weekend. Presentation by the two ladies who were instrumental in orchestrating our wonderful banquet – **Annette Wilkes** and **alana Simons-Kublik**.

Arthur Potts presented three **Outstanding Service Awards...**



**Outstanding Service, Angel & André Dufault**



**Rookie of The Year, John Caduhay**



**Outstanding Service, Ivor Lammerink**



**On-Line Contributors of the Year**  
**Gordon Gee and Gary Paterok**



**Outstanding Service, Annette & Bob Wilkes**



Bear Facts Editor, André Dufault presented certificates to **Arthur Potts, Ivor Lammerink, Christian Gersdorf** and **Ray Duma** – our **Bear Facts Contributors of the Year**.



Saturday February 4th marked the return of the Polar Region Porsche Club Annual Awards Banquet. We are excited to have this fun event back in our social calendar and have switched it up some to better reflect the energy of our club. This year we were able to socialize and recognize some of our members who go above and beyond as well as a few of our top sponsors, with a fine evening out at the Alberta Art Gallery's Zinc Restaurant. We are so grateful to all our sponsors and volunteers!

Our fabulous evening began with music from the Flying Saucers, while all had a chance to reconnect and meet new friends after this less active Porsche driving season. Ivor Lammerink gave a dinner blessing and we indulged in an exquisite and creative three course family-style dinner ~ which was a wonderful change from a buffet dinner line.

The band played throughout the evening and towards the end really picked things up...we even had several folks hit the dance floor to enjoy the fun and upbeat tunes. Also during the evening our guests were divided into two groups and treated to a private tour of the world class Alberta Art Gallery.





# Annual Awards Banquet v2.0

s-Kublik / Photos by Gordon Gee

Since our club is blessed with active volunteers and so many supportive and enthusiastic businesses, it was super to be able to recognize some who truly made a great difference throughout our last driving season. We also had some incredible prizes including the Grand Prize donated by Porsche Centre Edmonton for a weekend away for two at the always superb Jasper Park Lodge (AND the use of a Cayenne Hybrid with valet service). The lucky winner was Gordon Gee ~ our unofficial photographer! Congratulations! We also enjoyed great draw prizes from our friends at Auto Obsessed and Modern Auto Body... thanks to you both! Thanks also to club members Jeff and Angela Stern from Garage Frontiers for the amazing swag bags.

Our Awards Banquet was a lovely evening enjoyed by many and we are grateful to all who were able to join us. Our apologies to those who missed out on this sold out event ~ participation had steadily decreased over the previous years so we wanted to start within reasonable limits, but 60 sells quickly!

Now let's feel the sunshine and get our beauties out there on the roads again for another fantastic driving season!



In addition to the presentations made to **Porsche Centre Edmonton**, **Auto Obsessed** and **Modern Auto Body**, acknowledgement, recognition and thanks were also extended to our other sponsors that generously support us during the year...

**Blue Water Group/Mobil 1**

**Certified Radio**

**Eurasia Automotive**

**FX Audio**

**Garage Frontiers**

**Marvin Ostram**

**Page the Cleaner**

**Actual Mechanical**

**Alberta Carpet Cleaning**

**Armour Insurance**

**Artistic Bakery**

**CIBC Wood Gundy/Mike Seed**

The Awards and recognition were all chosen with suggestions from the club membership, with the final decision being made by the executive. While Rookie of the Year was awarded to John Caduhay there were two other new members that have also been very active within the club. It was a tough decision and so were awarded with certificates of appreciation. Congratulations to **Torsten Prues** & **Dave Keller**.



**Platinum Sponsor Award** accepted on behalf of **Porsche Centre Edmonton** by **Riley Scribner** and **Christian Gersdorf**



**Gold Sponsor Award**  
**Troy Semeniuk** of **Auto Obsessed**



**Gold Sponsor Award**  
**Modern Auto Body's**  
**Dean Wetzlaugk** and **Michelle Borduzak**



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1935





# The Polar Region Past, Present & Future

**Hello everyone! My name is John Caduhay, rookie Porsche club member and as of 2017, your new Polar Region Club Historian.**

I have always had a personal interest in all things old and vintage. As a gearhead and a mechanic, this was more apparent when it came to the subject of cars and motorcycles. Just making the comparison between the latest model 911 and what it was in 1966 reminds me that somehow, despite the ever increasing pressures of emissions and crash regulations, the advances in technology, and the massive changes in consumer tastes and fashions since the 1960s, the two cars (despite being built half a century apart) still feel like kindred souls whatever their vintage, sharing characteristics that go far beyond mere design cues.

My first exposure to the Polar Region Porsche club was at the 2015 Porsche Concours. I found it great that other than the latest model Porsches that attended the show, there were also plenty of vintage Porsches in attendance from a 356 to the 930s. It was also the time I met Bob and Annette Wilkes. We had a nice talk about what the club was all about and invited me to join the membership. As I recently purchased a 944 and was interested in attending some the club events, I decided to join.

I officially joined the club in February 2016. After a year of attending all the events and meeting lots of great

people, it made me wonder what the club was like in the early years. I got the great chance to learn all about that when I took the position of Club Historian previously held by long-time member Lawrence Glazer. Now I spend my spare time sorting through boxes of Porsche club relics and photos.

As the club historian, I do have a goal in mind for the preservation of the clubs' historic documents and to archive new documents, photos and videos of recent and future club events. The goal is the creation of a digital historic archive that can be accessed by members. An archive that can be used to encourage potential new members to join our community and also tell the story of the early years and how we have grown to where we are today.

The first step in all this is digitizing historic paper documents and photographs received by the former historian, and the sorting and archiving of digital media and documents currently in progress by me during my free time. The second step is to accept member submissions of photo and video media for club events and members car photos. I can't do it alone you guys! Most of the archived photos in my possession are submitted by our own club members.

So I would like to ask from our members, if you have any club event photos or video you would like to submit to the archive, you may inquire or submit through the historians email at [polarhistory944@gmail.com](mailto:polarhistory944@gmail.com). I can also accept old media formats such as Super8mm Film, VHS, Betamax, Laserdisc, 8mm or hi8 Cassette, Mini DV, CD, DVD, and VCD. Paper printed photos also welcome. To all the polar members who have submitted their photos so far for our archive, I thank you again for your support!

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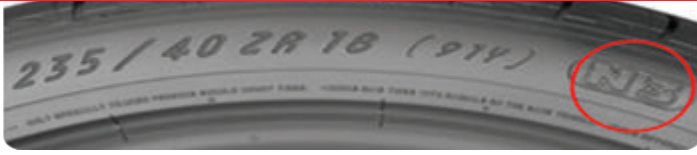
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# TIRE MARKINGS 101 – the N-marking



**Steve Calder**  
Product Marketing Manager  
MICHELIN North America, Inc.

Have you ever been cleaning your Porsche tires and noticed an “N” followed by a number on the sidewall?

Porsche was the very first vehicle manufacturer to introduce a specific quality seal for tires – the N-marking.

N-marked (or N-spec) tires are officially approved (or ‘homologated’) by Porsche and are developed specifically to meet unique Porsche performance targets. Each tire design takes into account the unique weight distribution and dynamics of the Porsche platform and is specifically tuned to the suspension of the vehicle.

Porsche specifies more than 33 key testing criteria, including objective track tests such as dry braking, wet braking and noise; objective machine tests such as rolling resistance and high speed limit (how long a tire can run at top speeds); and subjective vehicle tests such as handling, steering and comfort.

When a tire is first approved by Porsche it starts as “N0”. The number that follows the “N” references the generation of the tire design. During the life of the tire line, if the design is updated and approved again by Porsche it iterates to “N1”, then “N2”, etc. Some current sizes of Porsche tires are up to generation number four – N4.

Is an N-marked tire different than a non-N marked tire?

It is not uncommon to have the same size tire in the same tire line – one with the N spec and one that is non-N spec. Take for example the 255/40ZR20 MICHELIN Pilot Super Sport.

BRAND	TIRENAME	MSI	FULL DESCRIPTION	TIRE SIZE	OE MARKING
Michelin	Pilot Super Sport	7860	255/40ZR20 (101Y) XLTL FILSUPSPOR MI	255/40ZR20XL (101Y)	N0
Michelin	Pilot Super Sport	94380	255/40ZR20 (101Y) XLTL FILSUPSPOR N0MI	255/40ZR20XL (101Y)	N0

There is one product code, 07860, that is a ‘regular’ Pilot Super Sport, and one product code, 94380, which is a Pilot Super Sport that was designed and approved for the Porsche Panamera.

Even though the tires are the same size and may look the same, rest assured that they are indeed different tires. N-spec tires can differ from their non N-spec equivalents in multiple ways, including modified tread patterns (uncommon), different tread compounds (common), and unique internal constructions (very common) such as different belt angles and sidewall reinforcement.

By installing N-spec tires, you will keep your Porsche operating as designed and will continue to enjoy the Porsche experience as intended.

So what happens when it is time to replace your tires?

If a vehicle was originally delivered with N-Spec tires that are no longer available, it is recommended to replace all four tires to a higher numeric N-Spec design appropriate for your vehicle. In the case of tire damage that causes a single tire to be replaced for safety reasons, please consult the vehicle owner’s manual to determine if only one tire can be replaced. This applies to all four tires on all-wheel drive vehicles too. Handling inconsistencies or mechanical damage may result if this is not done.

**And here are a few more important guidelines:**

- Avoid replacing with anything other than an N-spec tire. Your car, including the tires, is unique.
- Avoid mixing N-spec iterations on a vehicle. But if you must, replace both tires on the same axle (probably the rear) with the latest N-spec tire.
- Never mix brands of tires on your vehicle. Although all of the N-spec brands are approved by Porsche, the personality of the brand is still present and those unique characteristics are quite different between the manufacturers. Each tire company taps into its own DNA when developing its own N-spec solutions.

A Michelin N-spec tire is going to be a different solution, a uniquely Michelin solution, and a powerful solution that comes from being the only technical tire partner of Porsche.

All Michelin tires are designed and developed in compliance with the MICHELIN Total Performance™ policy. It is relatively easy to build a tire that focuses on only one or two performances – such as wet, or dry, or snow, or noise, or wear. But it is extremely difficult to combine numerous performances at winning levels, and this is the focus of MICHELIN Total Performance™.

Stay tuned for more **Tire Markings 101** in upcoming newsletters.

## Congratulations to Brent Bromilow.

The cover shot for our Q1 issue was supplied by Brent and also entered into the PCA e-brake News last December.

**HE WON!**



# Making Porsche's Rear End Phatter

For this issue of Bear Facts I thought I'd touch on something that has of late made a comeback of sorts to the automotive industry, and it has been in large part spearheaded by our beloved engineers from Stuttgart.

Porsche didn't really put the world on its ear when they announced 4-wheel

steering on their 911 Turbo in 2014, which had been derived from the upcoming 918 Spyder. What they did do however was show how far it had come from its infancy back in the late 80s and into the 90s in automotive applications. Now this was not new in the 80s, the use of steering from more than one axle dates much farther back, all the way to the 1930s in fact, like in Tiller trucks and even early Mercedes G-Wagens! We see these applications today as well in all sorts of heavy equipment, buses, monster trucks and just about anything that could benefit from being able to maneuver in confined spaces. This however, is not the sole purpose of making this addition to a road car.

Reminiscing about this takes me back to a time where I did not go through my closet to figure out what dress shirt to wear with what suit and what shoes. Instead I would slap on sweats and a t-shirt to wear under my coveralls and wore steel-toed boots. The late 80s and early 90s were an interesting

time...hair metal was on its way out and grunge was on its way in. And cars had transitioned from carburation to fuel injection. But the latest craze to hit the showrooms and the streets was 4-wheel steering. The Japanese makers decided to make their mark in the way of technology that seemed odd yet intriguing. Could this be the next big thing? Making a car's butt pass itself? Wait a minute that reminds me of something...never mind, wrong analogy.

Why were all these import cars from the orient coming over to our shores with this witchcraft?? Well it seems that in Japan there is a bit of an issue with narrow streets and parking. So to combat this, someone figured that if they make the rear wheels turn opposite of the front wheels when maneuvering at lower speeds in tight spaces you can park more easily. However, they also came to realize that when you turn in the same direction at higher speeds you also improve stability. Win win!

## 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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So did they all do this in the same fashion? No, not at all! In fact, Porsche predates them in a way with the now defunct 928. They used what would be considered a “passive” system. This was developed at their infamous facility in Weissach and was therefore named “the Weissach axle”. When the throttle was lifted in cars it would cause instability due to pliable rubber bushings compressing allowing the rear wheel to toe out. Porsche’s answer was to replace the bushing with a short link that would cause “toe in” under deceleration making the car more stable. A similar method was used years later in the 2nd generation RX-7s.

What the Japanese had to offer however was far more intricate and my first exposure to this was the first kid on the block, the Honda Prelude. Theirs was an “active system”. They had a rack and pinion in the front with a tiny driveshaft to a second rack in the rear that would turn opposite the front wheels initially and then come back to center and then in the same direction

as it reached lock on the wheel. Other manufacturers like Mitsubishi used a hydraulic and mechanical set up in their Gallant. And it didn’t stop there; Nissan and Mazda also had their crack at things in various iterations and with multiple methods. Even GM had a kick at the can in their pick-ups with “Quadrasteer” back in the early 2000s.

All of this seemed to lay dormant until Porsche’s resurgence a few years ago; only this time their efforts were a far cry from the Weissach axle. With the technology available now as well as the speed of today’s microprocessors, Porsche has been able to really tune the ability of their cars to perform in ways that could have only been dreamed of a decade ago. The systems are so fast now that you can’t even feel them working; the fruits of their labours are very evident when you drive a model without 4-wheel steering and then with. I felt this firsthand at Panamera training at the Porsche Experience Centre in California – the difference is tangible and astonishing. On a long

car like the Panamera it makes it slalom like a car nearly half its length.

Porsche’s system is a much simpler set up getting rid of old convoluted steering rack systems and downsizing to independent electric motors that drive a toe link that is attached to the rear wheel bearing housing. The belt driven motors move the housings slightly more when steering opposite than when steering in unison with the front wheels. This is calibrated differently depending on which model is under examination.

Porsche was alone in their venture up until the announcement of the latest version of the Huracan from Lamborghini, so it is only a matter of time until we start seeing other companies jumping on the proverbial bandwagon. I think it is safe to say that we can thank Porsche for being the first to successfully start the 4-wheel steering wars. Let the games begin!

**Christian Gersdorff**



## Porsche's best first quarter in the history of the company

**Editors Note:** In our first issue this year I had commented on the success that Porsche is enjoying. That success continues... Porsche AG just released delivery numbers for the 1st quarter of 2017 and they are off to a strong start. With nearly 60,000 Porsches delivered to customers worldwide they are up 7% over the same period last year. This makes Q1 2017 Porsche's best first quarter in the history of the company. The drivers of this growth were China and the company's home market of Germany. As well, the new Panamera and Macan model lines both saw double digit growth.

In the first quarter of 2017, China was once again the strongest individual market. With a total of 18,126 vehicles delivered, the Chinese market exceeded last year's result by ten percent. In Europe, the company delivered 19,084 units (an increase of 7 percent). An increase of 19 percent meant that a total of 7,160 vehicles were delivered to customers in Germany. In addition to the ongoing success of the 911, of which nearly 1,600 vehicles were delivered in Germany, the new Panamera that was introduced at the end of 2016 was responsible for this significant growth. Porsche has also continued its success story in the USA, delivering 12,718 vehicles (an increase of 4 percent).

The figures for the new Panamera have exceeded last year's result by twelve percent with a total of 3,630 units delivered. Deliveries of models in the 718 model line increased by four percent, totalling 6,060 vehicles. The Macan reinforced its position as the best-selling Porsche with 24,797 units delivered, representing an increase of 15 percent.

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# the last lap

André Dufault

By now you probably know we are part of the newest zone in PCA, Zone 14 and our new Zone Representative is Dina McDonald. Congratulations to Dina. I for one am thrilled to have a zone rep that is one of our own and close enough to be able to join us for our regions events. Thanks and farewell to Tim Hagner who remains the zone rep for the modified version of zone 6, now a much more manageable size for Tim to handle.

As we are putting the final touches on this issue of the newsletter it's April 24th and it's snowing yet again (and lots). I know it will be all gone in the next couple of days but I am really tired of this on/off again Spring and car washing. I'm sure that our good friend Paul Conquest is as well, given that his company Track Junkies is scheduled to have its first event at Castrol Raceway this weekend. Oh well, hopefully this is the last of it and we can get our cars out and on the road. You will need your car on the road soon as the executive has been hard at work and there are going to be lots of fun events for you this year. Be sure to check what they are on page six of this issue and start planning. As well, remember when registration for events is sent out they seem to be filling up fast, so if you want in don't delay. So far this year we have enjoyed both a banquet and a brunch.

Our Annual Awards Banquet was a great success thanks to the efforts of alana and Annette. While we have had banquets before, the awards were for autocross. This would be the first time that I am aware of that awards were given for the contributions of members and sponsors other than an award to Doug Bosko during our 25th anniversary celebration. Kudos to the current executive for finally doing what we have spoken about for years. One of the most difficult decisions for this first one was knowing where to start—there are so many members past and present that could and should receive acknowledgement for all of their efforts. In the future it should be much easier to award members based on the current year. There is some talk of trying to acknowledge those from the past and, with our new club historian

John Caduhay, perhaps we will be able to make that happen. In the meantime, the executive sends out a big thank you to all the volunteers and sponsors that have helped the Polar Region grow as it has. Membership is as high as it has ever been and the executive has lots of new members taking on current and new responsibilities. As an example, new to the executive, Gordon Gee has volunteered to come on board as the club photographer. That's a first and will be much appreciated. If you yourself are thinking about volunteering, contact any member of the executive to discuss it. The Annual General Meeting will be in November and so I would imagine we will soon be looking at how the 2018 executive will shape up. Sounds far away and I hate to say it, but time does go by quickly.

Arthur Potts has continued the annual brunch tradition at the Royal Glenora. It was well attended and as usual members enjoyed a private room, a view of the river valley and some time to chat over a glorious brunch with friends old and new. Thank you to everyone who attended, and if you missed this year, come enjoy the food and conversation next year. Next up, the Spring Fling on May 17th!

The next issue of Bear Facts will be in July. If you have any good stories or photos to share let me know...we are always looking for content. We entered Bear Facts into the PCA newsletter contest again which will be judged and awarded at Parade in July. Last year we took first in our class which included submissions from as many as 32 regions that had membership in the 150 to 274 range. This issue Angel has again created another great looking newsletter. Content has come from Arthur Potts, alana Simons-Kublik, Bob & Annette Wilkes, Ivor Lammerink and John Caduhay. A couple of great articles from Christian Gersdorff and Steve Calder and photos of the annual banquet and our cover shot from Gordon Gee. As well our sponsors continue to support our efforts making it all possible. Thanks to you all for helping to make Bear Facts an award winning newsletter.

## Classifieds

Did you know we accept classified ads from club members to exchange Porsche related goods?

So in addition to posting on Facebook, you can provide details and a photo for inclusion in Bear Facts. There is no charge for your advertisement but it must be Porsche related and there are some size constraints.

For more information contact André Dufault at [andre@paperstuff.ca](mailto:andre@paperstuff.ca)

## Performance Driving

As the season unfolds you may want some track time. If you're ready now you could attend the **Competition Licensing School**, May 6 & 7 at Castrol Raceway. This is organized by the Northern Alberta Sports Car Club in association with the Alberta Race Car Association. For more information – <http://nascc.ab.ca/racing/race-school-information/>

**Track Junkies** starts the season this weekend and if you visit the website [trackjunkies.ca](http://trackjunkies.ca) all the 2017 dates have been posted. Registration is at: [trackjunkies.motorsportreg.com](http://trackjunkies.motorsportreg.com)

How about a **Porsche Performance Tour**? Check it out at [http://pde.porschedealer.com/en/performance\\_west/](http://pde.porschedealer.com/en/performance_west/)

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