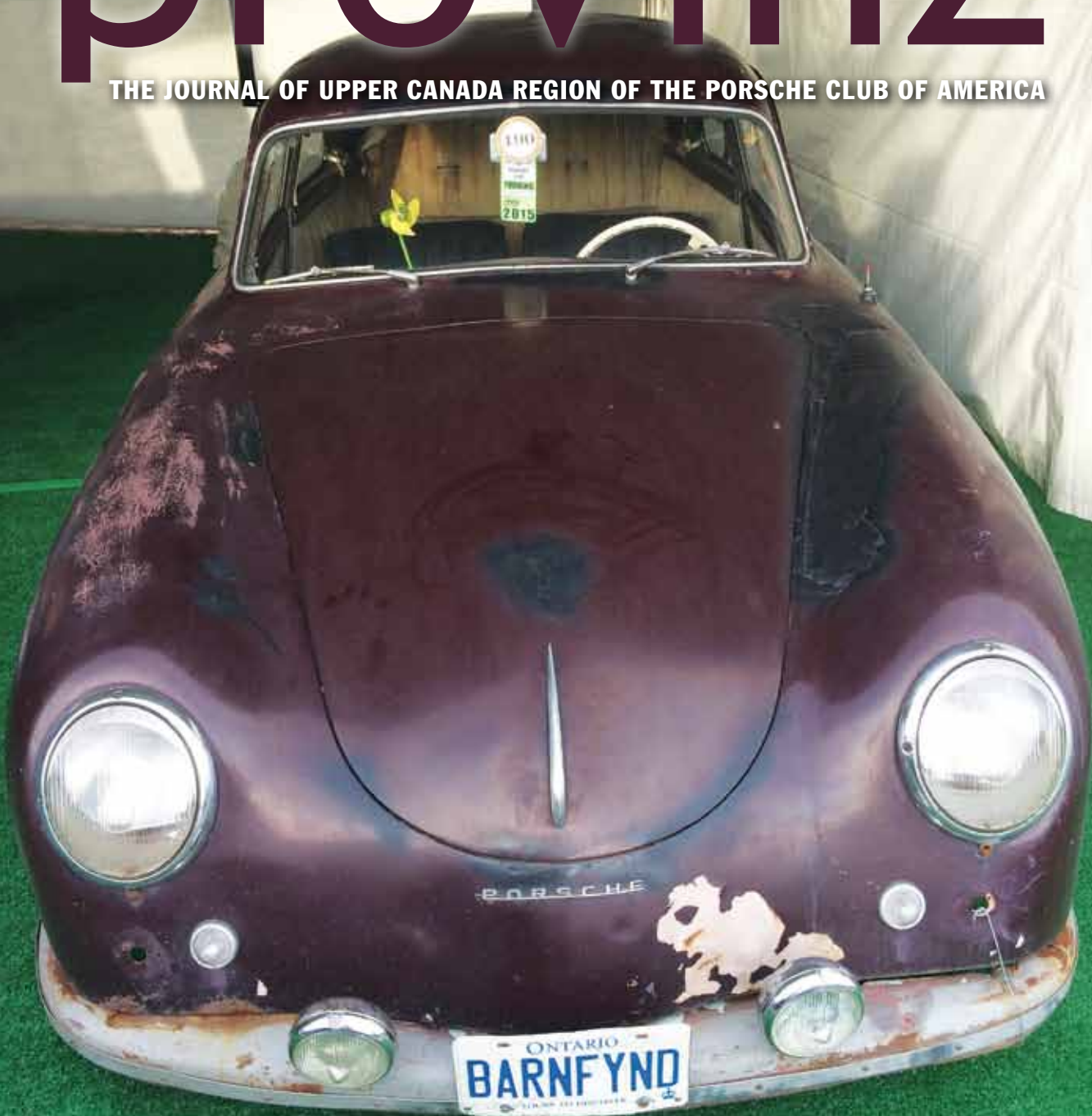


# provinz

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



DECEMBER 2015  
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2014 Region of the Year





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**Cover:** Imagine this  
"kerstcadeau" under your tree!  
Photo by Provinz Editor Randy  
Gananathan. Story on Page 24.



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# PRESIDENT'S FORUM



By Mike Bryan, UCR President

**B**y now many of us will have completed that sad annual ritual of putting our Porsches away for the winter. Some of us will have waved our cars goodbye as we entrust them to

a commercial winter residence, assuring them that they're still loved and not being sent away as some kind of punishment. We might have asked for them to be parked close to other Porsches for good company to soften the hurt of their temporary exile. Others will have tried to catch the last dry, sunny day for the final wash and that final melancholy-tinged run for the year to fill up with gas, add stabiliser and pump up the tires to the max. Doesn't that last drive feel so different from any other. Then comes the IV drip hook-up, better known as the battery tender, and the last lump-in-the-throat act of laying the shroud over our beauty and wistfully accepting that winter is upon us.

For UCR, though, winter is a time for renewal, as we thank Board members who are stepping down and usher in new volunteers to play their role in running our club. I am pleased to welcome to the Board new Directors Tom Arndt, Mark Holman and Gregory Sachs, as well as Michael Pohlmann as Treasurer and Foster Zanutto as Secretary. These new Board members have a great mix of backgrounds and experience, and are well prepared to roll up their sleeves and take an active part in the continuous improvement of UCR. As much as I will encourage them to make themselves visible and known to as many of you as possible, I encourage you to approach them and get to know them.

I'd like to say a huge thank you to outgoing Board members, too; Jill Clements-Baartman, Mike Edmonds, Sencer Erkaya, Robert Moniz and Mick Oliveira. They have all not only contributed greatly to the success of UCR and been valuable contributors of ideas, viewpoints and action during their terms, but will continue as volunteers in other capacities, using their knowledge and experience to run events or coach others into new roles. Their willingness to continue helping in other ways is what gives depth and strength of our volunteer base, providing the continuity and experience that minimizes the need to reinvent the wheel every year.

Winter is also the season for renewal of the UCR calendar of events, as we start the planning process and begin to identify organizers and helpers to run next year's activities. It has been gratifying to see Event Chairs getting

it all together during October and November, so that by the time you see the first UCR 2016 calendar it will look pretty full and the detailed planning will be well underway. I really appreciate their proactive approach and thank them all for making the time and giving their energy, so that we can all enjoy their events or benefit from their work in the background that keeps UCR running smoothly and efficiently.

As 2015 draws to a close let me thank every one of our 100+ of volunteers, from those highly experienced rock-solid members who enjoy playing their role year after year, to our new volunteers, inspired and motivated by their experience as participants, to try their hand as a helper or organizer themselves. Both the old hands and the new know the truth in that old adage about volunteers always getting more out the experience than they put in. Maybe something to think about and ask me, any board member or event chair about how to get in on such a great deal...

Beyond our own team there's a whole community of external supporters with whom we enjoy excellent relations – Downtown Porsche, Pfaff Porsche, Porsche Centre Oakville, Porsche of London and Porsche Cars Canada, plus nearly 40 UCR Tech Centres, our advertisers and sponsors. We are grateful to all of these companies for their support of our club and the service they provide to us all as individual members. Let's be sure to consider them when we're making buying decisions and let them know that we're PCA UCR members if we do use their services.

With all the snow and ice ahead, you might want to think about some winter driving training, described by all who have attended Porsche's Camp4 Driving Experience as an absolute blast. What can be better than sliding around in the ice and snow in someone else's Porsche? Learn more about this at <http://porschedrivingexperiencecanada.ca>. I know that some members are interested in making up a group for this, so if you're interested, let me know and I'll put you in touch.

Best wishes to you all for a wonderful Christmas or any other celebration that you may enjoy at this time of year.

Keep your eyes up and drive safely

Mike Bryan



## SUBMISSIONS

Member's articles and photographs are always welcome. Material required prior to 1st of month preceding publication. Send to: [submissions@pcaucr.org](mailto:submissions@pcaucr.org)

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You may visit UCR on the web @ <http://www.pcaucr.org>

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# DRIVER'S SEAT



Randy Gananathan, *Provinz* Editor

**M**ark the date and time my fellow Porschephiles, December 22nd, 2016 4:48 UTC marks the Winter Solstice and aren't we lucky it comes 12-minutes before midnight on the 21st to us in EST North America! That's when

we begin our steady climb towards longer days and P-Car Time when the snow melts!

Planning is well under way for fun runs, rambles, socials, tours and track days for the coming year. The sneak peak 2016 calendar shows socials and track days for your advance planning and registration. Group 905 meets for coffee every month on the last Sunday. Their original location is in Aurora, but you can create one of your own in other areas from 416 to 519 or 705, even 613 plus many more 905's. Contact me if you are already meeting or would like to start a new venue. It is a lot of fun

Strolling Rennsport Reunion V grounds, I came upon the unbelievable Ontario license plate – BARNFYND. The ultimate "kerstcadeau" – means Christmas present in Dutch. Read proud owner Mike deJonge's full story on page 24 of the car featured on the front cover. Plus Michael Whitcombe's 997 SC Tribute, George O'Neil's "When 8 Bars Are Better Than 4" to Chris Pattison's Trip Log, this issue is filled with member contributions and regular columns that make our newsletter such an interesting read. Please send me your contributions or simply call me and we can pull together your very own personal story for *Provinz*. Letters to the editor, suggestions and ideas are always welcome.

From our family to yours – Happy Hanukkah, Merry Christmas, Season's Greetings and Cheers to a New Year!

Randy D. Gananathan  
Editor-in-Chief

Write to me about everything: [editor@pcaucr.org](mailto:editor@pcaucr.org) ☎



2015 & 2016 CALENDAR OF UCR EVENTS



THE WAY WE WERE...

2015

Jan 6	Tue	UCR Board Meeting
13	Tue	UCR Social
Feb 3	Tue	UCR Board Meeting
10	Tue	UCR Social
Mar 3	Tue	UCR Board Meeting
6	Fri	Ski Day at Osler Bluff
10	Tue	UCR Social
Apr 7	Tue	UCR Board Meeting
11	Sat	UCR Driver Training - CTMP
14	Tue	UCR Social
25	Sat	UCR Driver Training - CTMP
May 2	Sat	Muskoka Spring Fun Run
3	Sun	Shift into Spring - 427 Auto
5	Tue	UCR Board Meeting
9-10	Sat - Sun	UCR Driver Education at CTMP (Main Track)
12	Tue	UCR Social
23-24	Sat - Sun	36-Hour Air, Water, Fire & Earth Tour
30	Sat	Porsche of London Fun Run
31	Sun	Street Survival School
Jun 2	Tue	UCR Board Meeting
5	Fri	Charity Event - Solo Lapping
5-7	Fri - Sun	Gran Turismo Tour Architecture/ Gastronomy
6-7	Sat - Sun	UCR Driver Education at CTMP (Main Track)
9	Tue	UCR Social
20	Sat	Bear Manor Fun Run
Jul 4	Sat	Niagara-on-the-lake Fun Run
5	Sun	UCR Autocross at CTMP
7	Tue	UCR Board Meeting
9-12	Thu - Sun	Zone-1 Porscheplatz at CTMP
14	Tue	UCR Social
17-19	Fri - Sun	UCR Driver Education at CTMP with NNJR
25	Sat	UCR Rally
26	Sun	UCR Autocross Toronto Star

26	Sun	Ancaster Fun Run
Aug 4	Tue	UCR Board Meeting
6-9	Thu - Sun	Montebello, Quebec Tour
7-9	Fri - Sun	UCR Club Race - Can/Am Challenge at CTMP
8	Sat	Skyway Summer Fun Run
11	Tue	UCR Social
14	Fri	UCR Driver Training - CTMP
15	Sat	Muskoka Summer Fun Run
15-16	Sat - Sun	UCR Driver Education at CTMP (Main Track)
22	Sat	Blue Mountains Ramble
Sep 1	Tue	UCR Board Meeting
6	Sun	UCR Concourse d'Elegance
8	Tue	UCR Social
12	Sat	Porsche of London Fun Run
13	Sun	UCR Autocross Toronto Star
19-20	Sat - Sun	UCR Driver Education at CTMP (Main Track)
26	Sat	Hearth Place Fun Run
27	Sun	Street Survival School
Oct 3	Sat	Muskoka Fall Fun Run
4	Sun	UCR Autocross Toronto Star
6	Tue	UCR Board Meeting
13	Tue	UCR Social
17-18	Sat - Sun	UCR Driver Education at CTMP (Main Track)
18	Sun	Fall Coastal Ramble
Nov 3	Tue	UCR Board Meeting
14	Sat	UCR Annual Banquet
Dec 1	Tue	UCR Board Meeting
8	Tue	UCR Social

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](http://www.pcaucr.org)

2016 Socials

Jan 12	Tue	UCR Social - Islington Club
Feb 9	Tue	UCR Social - Islington Club
Mar 8	Tue	UCR Social - Islington Club
Apr 12	Tue	UCR Social - Donalda Club
May 10	Tue	UCR Social - Islington Club
Jun 14	Tue	UCR Social - Downtown Porsche
Jul 12	Tue	UCR Social - Donalda Club
Aug 9	Tue	UCR Social - Islington Club
Sep 13	Tue	UCR Social - Porsche Centre Oakville
Oct 11	Tue	UCR Social - The Musket
Nov 8	Tue	UCR Social - Islington Club
Dec 13	Tue	UCR Social - Pfaff Porsche

2016 Driver's Ed & Track Days

Apr 16	Sat	Introductory Driving School
30	Sat	Introductory Driving School
May 7	Sat	Driver Education
8	Sun	Driver Education
Jun 3	Fri	Charity Event
4	Sat	Driver Education
5	Sun	Driver Education
Jul 15	Fri	Driver Education with NNJR
16	Sat	Driver Education with NNJR
17	Sun	Driver Education with NNJR
Aug 5	Fri	Club Race
6	Sat	Club Race
7	Sun	Club Race
26	Fri	Introductory Driving School
27	Sat	Driver Education
28	Sun	Driver Education
Sep 23	Fri	Instructor Day
24	Sat	Driver Education
25	Sun	Driver Education
Oct 15	Sat	Driver Education
16	Sun	Driver Education

Track registration opens midnight on New Year's Eve

25 Years Ago

George Barbu was always a generous provider of printed December covers in colour. *Provinz* was up to 900 copies, supported by 25 advertisers. **Mike Tamblin** joined. **Bruce Farrow** was giving up his DE chair to **Marc Plouffe**. 173 members attended DE events. Topping the track junkie list were **Adam** (yours truly) and **Plouffe**. Mini tech sessions were held in the **Plouffe** garage. **Bill Adam** was guest speaker at the Awards Banquet held at the Trillium Restaurant at Ontario Place.

20 Years Ago

New members included **Jack Christie** and **Susan & Jeff Davis**. **John Van Atter** and **Ken Jensen** were promoting a Charity Auction to benefit the Children's Wish Foundation. We were active participants for the Children's Wish Day at Mosport organized by **Jeff Pabst**. Editor **Karl Thomson** wrote "Diary of a Track Virgin". **Karl** now has a race team. He always used a strange typeface, which I find difficult reading to this day.

15 Years Ago

Editor **Mike Acerra** was handing over the DE responsibilities to **Ray Pleasance**. We had an active winter go kart series—until squelched by our PCA insurance company. Once again **John Van Atter** was promoting his Charity Auction, favouring the Canadian Breast Cancer Foundation. UCR had a weekend outing on the RMS Segwun. I can't recollect the details but we somehow missed the Segwun's departure and so the **Adams** and the **Menges** zoomed by Segwun, flying a large Porsche banner from the **Menge's** boat. We attended a taping of Royal Canadian Air Farce and combined that with dinner at Leoni's Italian Kitchen. We were promoting a visit to the Rolex 24 Hour Race at Daytona. **David Watson** wrote a great article about the times he got helped by friends at DE events. **Watson** bought my original 1983 944 NA. **Kye Wankum** reviewed the Kyser Racing GT Class results in the ALMS series.

Contributed by John Adam, UCR Historian



# NEW MEMBERS

## Welcome!



Name	Location	Model	Thanks To
Julie Albert	Toronto	16-Panamera 4	Downtown Porsche
Reena Berlind	Don Mills	16-Macan S	Downtown Porsche
Brian Bourne	Toronto	16-Cayman GT4	
Marianne Carman	Etobicoke	16-Macan S	Downtown Porsche
Can Rong Chen	Toronto	16-Cayenne GTS	Downtown Porsche
Chen Chen	Toronto	15-911 C4S	Downtown Porsche
Sharon Cheung	Markham	16-Macan S	Downtown Porsche
Jacky Cheung	North York	16-911	Downtown Porsche
Gye Jin Cho	London	16-Macan S	Porsche of London
Nathan Chris Sze Chun Chow	Toronto	16-Macan S	Downtown Porsche
Julie Chu	Mississauga	16-Cayenne D	Downtown Porsche
Jeff Cook	Timmins	16-Cayenne GTS	Excellence
Demei Deng	North York	16-Macan S	Downtown Porsche
Kayla Diamond	Toronto	16-Cayenne	
Angelo Farruggio	Toronto	16-Macan S	Downtown Porsche
David Hastings	Ridgetown	68-911T	Road & Track
Pauline Hood	Toronto	16-Cayenne D	Downtown Porsche
Tony Huang	Toronto	16-Cayenne SE	Downtown Porsche
Liang Jin	North York	16-Cayenne D	Porsche of London
Danny Kallinteris	Toronto	14-Cayenne	Downtown Porsche
Romas Kartavicius	Mississauga	15-Panamera T	
Jonathan Kelly	Toronto	01-911	PCA Website
Seyedali Khalili	North York	16-Cayenne	Downtown Porsche
Yaoyu Lai	St Catharines	16-Cayenne GTS	Downtown Porsche
Tarin Leon	Niagara Falls	16-Macan S	Downtown Porsche
Stuart Li	Samia	16-Cayenne	
Yumeng Liu	London	15-Macan S	Porsche of London
Alex Louie	Mississauga	16 Macan S	
Devin Gropaul Mahesh	Richmond Hill	16-Cayenne D	Downtown Porsche
Gus Malezis	Stouffville	16-911 TS	Downtown Porsche
Elias Mardani	Mississauga	06-911 C4S	
Jamsheed Mehta	Toronto	15-911 C4S	Downtown Porsche
Kate Miekus	London	16-Cayenne	Porsche of London
Wayne Nielsen	Bayfield	14-911 C2S	Porsche of London
Sena Ozyildiz	Toronto	16-Cayenne	Downtown Porsche
Li Ran	Toronto	16-Macan S	Downtown Porsche
John Rauti	LaSalle	16-911 TS	Porsche of London
Wolfgang Saller	Oakville	11-911 T	
Merideth Schmatz	London	16-Cayenne GTS	Porsche of London
Derk Scholten	Otterville	13-Cayenne	Porsche of London
Tom Sipos	Sharon	91-911 T	
Kam Shing So	Richmond Hill	16-Macan S	Downtown Porsche
Jim Somerville	Toronto	09-911 C2	
Zoran Sretenovic	Toronto	16-911 C4	Downtown Porsche
John & Debra Stephenson	Oakville	03-911 T	Mantis Racing
Claudia Tolfa	Georgetown	13-Panamera 4	Downtown Porsche
Marina Tran-Vu	Toronto	16-Macan S	Downtown Porsche
Tyler Viaene	Caledon East	76-911 S	
Cameron Webb	Ajax	16-Macan GT4	Porsche of London

Name	Location	Model	Thanks To
Timothy Willick	Dorchester	16-Cayenne D	Porsche of London
Arthur Wilson	Wyoming	16-Boxster	Porsche of London
Jobi Wong	Markham	16-Boxster	Downtown Porsche
Achy Yapo	London	11-Cayenne	Porsche of London
Bryan Ye	Toronto	16-Cayenne	Downtown Porsche
Xiang Yu	Ottawa	08-Cayenne	Downtown Porsche
Shengnan Zhao	Markham	16-Panamera GTS	Downtown Porsche

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

# ANNIVERSARIES

## Congrats!


To change your address, enjoy no-hassle renewal and ensure your uninterrupted subscription to Panorama and Provinz, simply phone Angie or Mark Herring at (905) 854-3332 or email us at: [membership@pcaucr.org](mailto:membership@pcaucr.org)

**25 YEARS**  
Michael & Rosemary Tallevi

**10 YEARS**  
Greg & Susan Blouin  
Dennis & Donna Brown  
Stephen Burks  
Colin & Lynne Roberts  
Michael Stanesic  
Oscar & Margaret Straub-

**20 YEARS**  
Marcus & Rose Blaszak  
Harold Kwok

**5 YEARS**  
Russ & Linda Bruch  
Gregory Gilbert  
Michael MacDonald  
Dean & Amy Sarich  
Peter & Deanne Smiley  
Walter & Robert Yewchyn


Primary UCR Members  
**2540**  
Total UCR Membership  
**3800** 

# BACKFIRE:Member Feedback

Submitted by John Adam, UCR Track Tower Chief

## Kudos for the PCA UCR Driver's Education Program

**Note from John Adam:** *The following e-mail was sent to me by an enthusiastic member and I thought it appropriate to share these thoughts with the rest of you. It's nice to acknowledge the efforts of the folks that run these club activities at let them know they're making a difference!*

I would like to thank all the people involved in the UCR Driver Education Program for all their hard work and dedication on putting on such an amazing program. I can honestly say that I have learned more about driving since first participating in this year's April IDS, than all my 34 years of driving. I have been extremely fortunate to participate in all DE weekend events this year. I would like to thank my instructors Larry Grzebinski and Yarko Matkiwsky for their excellent hands on instruction while I was in the green and yellow groups, as well as, Horst Petermann and Wallace Bradley for offering up further insight to me after I graduated to solo driving. I really look forward to the 2016 DE Program. 





# SOCIAL EVENTS

By Laurel Ward and Martin Tekela, UCR Socials Co-Chairs

**W**e 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 would love to hear from you. If you have any questions about our Socials, please email us. And to help us organize better, we would appreciate your RSVP. We can be contacted at: [socials@pcaucr.org](mailto: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

### DECEMBER HOLIDAY SOCIAL

**Date:** Tuesday, December 8, 2015, 6:00-8:00pm

**Venue:** Pfaff Porsche, 101 Auto Park Circle, Woodbridge, L4L 8R1, 905 851 0852 [www.pfaffporsche.com](http://www.pfaffporsche.com)

Let's end a wonderful year on a high note. Pfaff Porsche will host our Holiday Social. This is a very popular Social, and Pfaff Porsche will be serving food and libations beginning at 6:00pm.

The evening will include:

- A display of vintage Porsches in the workshop
- A display of contemporary Porsches including the Pfaff 50th-anniversary 911 Turbo S and GT cars, in the showroom
- The championship-winning Castrol/Pfaff Motorsports 911 GT3 Cup
- Representatives from Pfaff Leasing to answer your questions about leasing pre-owned and vintage Porsches
- Representatives from Pfaff Autoworks, a Porsche Certified Collision Centre
- Prizes and giveaways
- 10% off merchandise and parts for UCR members

A special highlight of the evening will be the presentation and unveiling of the PCA 60th anniversary Club Coupe in the showroom. We hope you'll attend, this, our final Social Event of 2015! We appreciate your **RSVP** to: [socials@ucrpca.org](mailto:socials@ucrpca.org)

### JANUARY UCR SOCIAL

**Date:** Tuesday, January 12, 2016, 6:30-9:00pm

**Venue:** The Islington Golf Club, 45 Riverbank Drive, Etobicoke, Ontario M9A 5B8. 416-231-1114

You're invited to start the New Year in style. Please join your fellow UCR members and guests for our first monthly social of 2016. We are planning to hold at least 5-6 socials at The Islington Golf Club in 2016 and we need your attendance to help make these events a success. We will have a cash bar and foodservice will be provided. We will have a guest speaker for this January event. Please check the website for speaker details as they become confirmed.

**Cost:** The cost for this event is \$30.00 per person, taxes and gratuities included.

**Registration:** UCR members and guests must register for this event through [www.ClubRegistration.net](http://www.ClubRegistration.net). The only way UCR can enjoy better facilities such as The Islington Golf Club is by committing to a minimum number of attendees and having UCR billed directly for the meal costs. We need each of you to register and pay for these events through Club Registration to help make this possible. All monthly Socials going forward in 2016 will need to be registered and paid for in this manner.

We welcome your input in terms of menu choices, guest speaker recommendations and general event feedback. Please contact me at [mtekela@rogers.com](mailto:mtekela@rogers.com). We have already confirmed Jim Kenzie, Gary Grant and Chris Green as guest speakers and will have a speaker from the UCR track team as well.

This is your club and we want to keep our participants returning for more. Please let us know when we are doing a good job and what we need to do better if we want members and their guests to keep coming to these events.



# INVESTING IN UCR'S FUTURE

By Mike Bryan, President



Photo by Michael A. Coates

**U**CR is a large club with a team of enthusiastic and energetic volunteers who love putting on events or developing tools and processes that keep everything running smoothly. As members, we benefit from a high level of professionalism in the events we attend and in the way things are run. As the bar has risen, so have our expectations. So whether or not our membership continues to grow, we need to consider how to sustain our ability to meet those rising expectations.

Currently UCR is strong in several ways - the quality of its volunteers, the quality and quantity of its events and the high participation levels of its members; also, in the quality of its communications and in its financial situation. This didn't happen by accident, but by the prudent management of successive Boards over several years. We are fortunate to be where we are, but experience tells us that instead of resting on our laurels, now is the time to envision our future and consider how to meet the needs of our members and the volunteers on whom our success depends. At Board meetings this year the term "investing in our future" seemed to come up quite often in discussion. It became increasingly clear that there was a need to distinguish between the allocation of funds to meet particular current needs and funds that should be considered as investment for long term benefit.

So in order to define a process for assessing and approving proposals for activities, tools and equipment as "investments for the future", the UCR Board established an Investment Committee. The purpose of the committee was to develop a process for members to be able to recommend future strategic investment initiatives for the Club.

The Investment Committee has fulfilled its mandate and made its recommendations, which have been approved by the Board. The outcome is that all investment proposals must meet at least one the following three objectives:

1. To attract new members
2. To engage existing members
3. To give back to the community

As an example, I'd like to add that #2 might include investing in tools or equipment that would help our volunteers provide a better experience for members, while also making their volunteer jobs easier or quicker.

The Investment Committee designed a business case template identifying the information to be included in such submissions and a mock-up submission for illustrative purposes. In addition to asking Board members, Event Chairs and helpers, I invite you to let me know of any strategic investment ideas you may have or ideas for initiatives that would meet any of these three criteria. Please go to [www.pcaucr.org](http://www.pcaucr.org), then to "About PCA/UCR" and check out the "Useful Links for Members" page...and get involved! This is your Club! Help to make it even better!



## GROUP 905

### Porsche Cars & Coffee

### Last Sunday Every Month

All Porsches Welcome

**Location:**  
**Second Cup**  
 15440 Bayview  
 Aurora  
 10:00 ~ 12:00

**Next Meeting:**  
 Sunday, December 27<sup>th</sup>, 2015





Photo by Gloria Figueiredo

By Hazel de Burgh, UCR Fun Run Co-Chair

Thanks to all for a great 2015 season: to all our gracious hosts and other volunteers who supported them in the planning and running of each event, and to all the members and participants who joined in the fun! This was our biggest and, dare I say, best season ever! We had 10 Fun Runs, 2 Rambles and 3 Tours, for a total of 15 events, offering lots of variety. These events were so popular that many were waitlisted within days or hours of being announced! Adding up the cars at each event, more than 440 cars participated this year. Wow!! Of course, some members attended several events, while others were only able to attend one event, but this is the key point: 2015 was a very successful season, with many people involved. It's thanks to event hosts that we had such a wonderful season!

So now, I'll try to recap the season... Which is very hard to do! Each event was special and unique, but they all shared some common elements: great hosts, great roads, great cars and great participants!

There were three events around the spectacular Muskoka Lakes, with meandering twisty Porsche-friendly

roads, and lots of scenic vistas to behold. In fact, ALL of our events this year, whether near or far, had some spectacular roads and scenes for our members to enjoy!

In the Spring and Fall Muskoka Fun Runs, David and Anne Forbes shared their favourite winding roads past many scenes of breath-taking beauty. The parade of cars was a sight to behold too. For their Fall Fun Run, the group was treated to some spectacular fall colours, and of course some more amazing roads around the beautiful Muskoka lakes. In the Muskoka Summer Fun Run, Walter Murray and his team led 58 cars along some wonderful winding roads, past jagged rocks, and some gorgeous lakeside views. Many new members joined this group, and quickly learned that the social side of these events is half the fun.

Speaking of socializing, some hosts led their group to their homes for a backyard barbecue and car show, or a wine and cheese reception, while other events ended with a hearty lunch at a restaurant at the end of the route. A common feature of all of these gatherings was the camaraderie and friendliness within the group. Each event provided a perfect opportunity to meet new friends or to reconnect with a growing group of friends, after sharing in an activity that we all enjoy – driving the cars we love. As I've found over the years, Porsche owners are an interesting group of people, who share a common passion for their cars, and not surprisingly, a common passion for life. As I've heard said many times, "It's all about the people, not just the cars!"

Another favourite area to explore this year was the Ancaster to Niagara region, with four Fun Runs: the Bear Manor Niagara Escarpment Poker Fun Run led by Vaughn Warrington in June, the Grand Niagara-on-the-Lake Fun Run led by Guenter & Michelle Gamauf on

the Canada Day weekend, the Ancaster Fun Run led by Neil Dowdell in July, and the Skyway Summer Fun Run led by new hosts Jeremy Gunness and Tom Lussman in August. Each event was waitlisted, so this area is clearly popular with our members! All of these events were blessed with great summer weather to enjoy some twisty historic backroads, to zigzag up and down the escarpment, and drive past sprawling vineyards on perfect Porsche-friendly roads. While each event had its own set of highlights, too many to mention in this article, one that made me smile was the description of the flat six symphony of many Porsche engines roaring through the tunnel under the Welland Canal. These events also featured an opportunity to sample the fruits of the area, at local farmer's fruit stands or the wineries or restaurants along the route.

Another set of events that attracted a lot of members were the Porsche of London Fun Runs to Grand Bend in the Spring, and to Port Dover in the Fall. Both of these events were hosted by Mike Salter and his enthusiastic team from Porsche of London. Mike's carefully planned route featured some wonderful country roads, with

charming hamlets, hairpin turns, and scenic straight-aways, and of course several opportunities to socialize with fellow owners at various rest stops along the way. His Spring event also featured a quiz to keep the navigators entertained and challenged, with prizes for the top teams.

Several ambitious hosts teamed up and led their separate groups on Tours through the Appalachian Mountains of Pennsylvania and the Laurentian Mountains of Quebec. They had so much fun doing so that they're already working on their Tours for 2016.

In late May and early June, Jason Figueiredo, who was described by his co-host Matteo Bavaro and one of his participants as a "driving and travel enthusiast" and a "world-class Porsche-brand ambassador", led not one, but two tours to Pennsylvania! The first was a 36-Hour Tour to Williamsport, PA, and the second was the Fallingwater Gran Turismo Tour to Pittsburgh, PA. Both events were fantastic road trips, where the groups shared some spectacular roads with many twists and elevation changes, some wonderful meals, and had lots of opportunities to get to know one another. For the

continued on page 29...

#### UCR's 2015 FUN RUNS, RAMBLES & TOURS

DATES		NAME OF EVENT	DESTINATION / ROUTE AREA	HOST NAME(S)	PROVINZ ARTICLES
1	May 2	Muskoka Spring Fun Run	Muskokas	David & Anne Forbes	June
2	May 23-24	36 Hour Tour to Pennsylvania	Williamsport, PA	Jason Figueiredo & Matteo Bavaro	July & Aug
3	May 30	Porsche of London Spring Fun Run	Grand Bend	Mike Salter	July
4	Jun 5-7	Fallingwater Gran Turismo Tour	Pittsburgh, PA	Jason Figueiredo	Aug
5	Jun 20	Bear Manor Niagara Escarpment Poker Fun Run	Grimsby	Vaughn Warrington	Aug
6	Jul 4	Grand Niagara-on-the-Lake Fun Run	Niagara-on-the-Lake	Guenter Gamauf	Aug
7	Jul 26	Ancaster Fun Run	Ancaster & Dundas	Neil Dowdell	Sept
8	Aug 6-9	Montebello Quebec Tour	Montebello, Tremblant & Hudson	Mike Blinn & Rick Zuccato	Oct
9	Aug 8	Skyway Summer Fun Run	Ancaster & Dundas	Jeremy Gunness & Tom Lussman	Oct
10	Aug 15	Muskoka Summer Fun Run	Muskokas	Walter Murray	Sept & Oct
11	Aug 22	Blue Mountains Ramble	Town of the Blue Mountains	Hazel de Burgh & Don Lewtas	Oct
12	Sep 12	Porsche of London Fall Fun Run	Port Dover	Mike Salter	Nov
13	Sep 26	Hearth Place Fun Run & Car Show	Fenelon Falls	David & Anne Forbes	Nov
14	Oct 3	Muskoka Fall Fun Run	Muskokas	David & Anne Forbes	Dec
15	Oct 18	Fall Coastal Ramble	Newcastle to Picton, Prince Edward County	Randy Gananathan & Steve Revoy	Dec
		Fun Run			
		Ramble			
		Tour			

Photo by Jarod Arand, Porsche of London





# TECH SESSION

## When 8 Bars Are Better Than 4!



By George O'Neill, *Provinz* Technical Editor

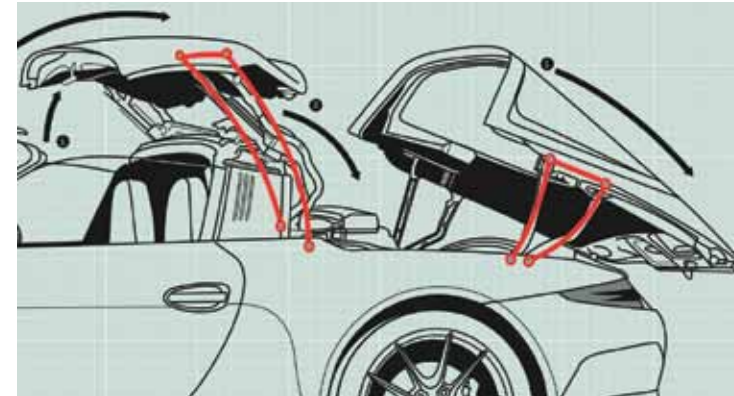
So what's up with 8 bars being better than 4? Just to be clear, I am not talking about favourite local bars, which of course we engineers are known to patronize from time to time! What I am referring to specifically are two, four-bar linkages, which at times some engineers enjoy designing almost as much as consuming their favourite beverage! With the re-introduction of the Porsche Targa in 2014, Porsche brought to market a vehicle that continues to provide a "WOW" factor every time the roof is opened and closed. Because of the mechanisms associated with the four-bar linkages that make the Targa roof movement possible, no longer does the driver have to manually remove the top roof section, as in previous generation Targas, since the components in

the modern car now do the entire opening, storing, and closing. If you have ever watched the roof in action on the new Targa, you may have been struck by how ingeniously it works. I know the first time I saw the new Targa's roof open in a Porsche promotional video, I had to rewind the video three or four times to fully digest what was making the top move, since the top roof section (controlled by the first four-bar linkage set), and back window with surrounding body section (controlled by the second four-bar linkage set), were moving simultaneously in sometimes opposite, yet always in a fully coordinated manner. You can see the roof in action on YouTube, and one particularly good video is located at <https://youtu.be/YPWFJ426IyA>. To get a better idea what actually makes the

roof work, first let's take a look at the basics of four-bar linkages, and then come back to how these are applied to move the Targa's roof and why Porsche is the only automotive manufacturer with such a setup.

Four-bar linkages are one of those mechanical items that many people have at least some passing familiarity with, even though they probably do not realize it. For example, the linkages that operate vehicle windshield wipers are typically four-bar, simply meaning there are

four links (or rods), with four rotation points that move the wiper arm the blade is attached to across the windshield. Looking at the enclosed close-up detail drawing of a Targa top transitioning to the open position, the red lines are drawn on top of the actual links (on the driver's



side of the car), while the rotation points are shown in grey at the end of each link. Imagine as the top roof section moves when controlled by the first four bar-linkage, two links (those drawn in the almost vertical position) rotate about the pins located on the car body. The third link is really part of the top itself, and the fourth with the body. The bottom one (not drawn in red, but imagine a line drawn between the two bottom grey rotation points) is fixed since this is part of the car body. The top link drawn in the almost horizontal position is the link with the roof section attached to it. Therefore, the roof section moves from the closed position, swings backward to clear the roll hoop and down based on the geometry of the two attached links, and travels into the rear storage section under the window once everything is closed up. You may notice that the two (almost) vertical links referred to are far from being linear in shape, since they are formed specifically in the unique shape required to move the top from the closed position into the storage position while clearing all the other components located around the roof as it moves. Similarly, for the back window and attached fender section, a four-bar linkage controls the movement. To provide symmetrical support, there are two four-bar linkages on the passenger side of the car as well, for a total of four sets and therefore sixteen bars. At

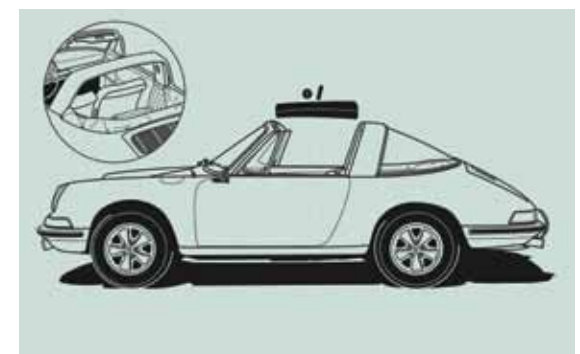
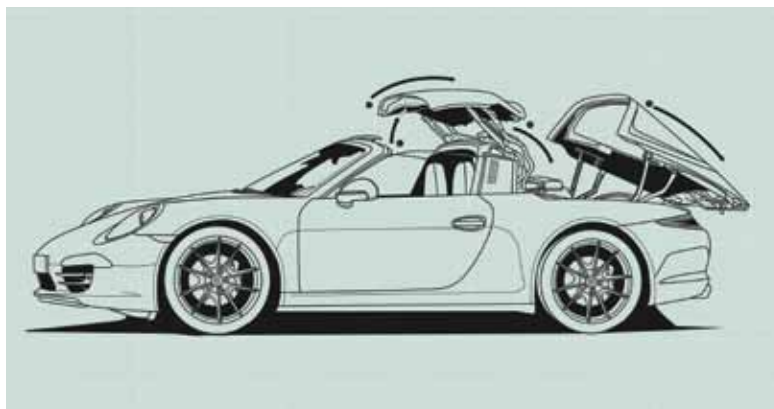
this point engineers start to get even more excited, with the mention of sixteen bars, in any context!

To some, Porsche's 911 Targa has always been one of the coolest cars in the lineup, even though this model historically represented only a small portion of overall 911 model sales. Some people prefer not to see their car coming and going on the street since a certain amount of exclusivity is desirable. Since being introduced in 1967 as a pre-emptive strategy by Porsche to continue to provide open-air motoring to customers who had enjoyed that in the previous 356 series cars, at a time when it was believed the U.S. (Porsche's largest market) would make the sale of convertibles illegal due to safety concerns. Many vehicle manufacturers at the time were also looking for alternative designs to still provide customers with open-air motoring, yet

fulfill the expected government rules for safety. T-top cars were introduced, as seen on the Corvette in 1968 and later on other cars including Trans Am and Nissan Z-cars. Thankfully Porsche never offered a T-top car since they are prone to leaking even more frequently than some Targa equipped cars. In the Porsche Targa, the roll hoop behind the driver was highlighted in brushed stainless steel to bring attention to it as a design feature, one which I personally quite like. Back then, the roof section above the driver and front seat passenger was removed manually and stored in the vehicle, effectively reducing cargo-carrying room. Today, storage is fully automatic with minimal intrusion on storage space. Innovation over the past few decades is significant after all.

Porsche as we know is all about excellence and innovation. The application of four-bar linkages to move the Targa roof in an automatic manner is impressive from an engineering and design perspective, and certainly from the driver's viewpoint since one no longer needs to unlatch the roof panel and store it manually. A limitation of the new Targa system is that it must be operated while the vehicle is at a standstill, reportedly because when the rear window section is fully open it obstructs the rear brake lights, creating a potential safety issue if the top was

continued on page 16...





...continued from page 15.

operating while the car is in motion, like the Cabriolets can be now at low speed. Perhaps that issue will be resolved in a future version, but it is hopefully a minor annoyance at best.

Porsche is the only automotive manufacturer to offer a Targa that has the roof electronically deployed, but we will most likely see those who copy the design shortly. Although novel, the Targa mechanisms are really just an intelligent application of the ideas currently in use on Porsche Cabriolets since these cars also use two four-bar linkage mechanisms on each side of the roof to open and store the top. But that is to take nothing away from the Porsche engineers who made this happen, a world first for a Targa vehicle.

So when you use your wipers the next time, you know a bit more about what makes them tick. And if you have a Porsche Targa, enjoy the cool opening and closing process of the roof. Four-bar linkages are a staple of mechanical engineering and although they really have nothing to do with local bars, engineers often dream up new applications for them while there!

**Tech Editor's Note:** Remember, as always we're looking for new ideas and new technical articles so please contact me and submit yours to: [George@ONeillAdvisors.ca](mailto:George@ONeillAdvisors.ca)



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# THANK YOU!



## PCA Upper Canada Region

By Carolyn Hoar – Volunteer, Pediatric Cancer Family Support, Hearth Place

Above: Hearth Place kids on the Mosport Podium, left to right back row are Celeste & Owen, front row left to right are Chelsea, Gavin, Libby and Evan

There are many things in life that we take for granted. Having healthy children is something every parent expects so when a parent hears the word 'cancer' in connection with their child, it is horrifying, frightening and overwhelming. As a parent they watch their child in pain, being poked, prodded and having intense drugs run through their small veins.

Often through the very worst of situations the very best of people find their way to help. In the Pediatric Cancer Program at Hearth Place Cancer Support Centre, we have been fortunate enough to meet such people. David and Anne Forbes came to us a couple of years ago and offered to take the children undergoing treatment for cancer to the Canadian Tire Motorsport Park on their Driver's Education Days. The instructors generously give up their lunch hour and take the children onto the course. It is a thrill of a lifetime. We see smiles across their young faces that are inspiring and heart warming. This may seem like a small thing to some but it is huge

for the children. These children and their families have been through some very dark times. They have huge mountains to climb both emotionally and financially as they go through treatments for cancer but, being driven at high speed in a Porsche is exciting and the children enjoy every second of it. A day at the track brings pleasure to the whole family.

A BIG thank you to David and Anne Forbes and the Porsche Club of Canada for making the difference in the lives of children with cancer and adding those huge smiles to their faces! Thank you all!



David Forbes enjoys driving Hearth Place participant Chelsea around the track in his Porsche as much as Chelsea enjoys the ride!



# INAUGURAL FALL COASTAL RAMBLE

## To Prince Edward County

By Brad and Carolyn Stewart, UCR Members

**M**y wife Carolyn and I are still beaming about the great experience we had on October 18, 2015. We benefited from a stellar organizational job by Randy Gananathan and Steve Revoy, wonderful crisp fall weather, a diverse route through rural and semi-rural Ontario, and a hearty meal, with great wine, shared with wonderful new friends at our final destination. It was our second PCA UCR event, ever, having participated in the London to Port Dover Fun Run in September. We'd like to think that we added a little variety to the group with our two-year-old 2014 white Cayman, complemented by some lingering one week old Calabogie track dirt.

### Call Me Maybe

Days before the event, Carolyn and I were watching the weather from our home in Eastern Ontario. Should we go? Maybe it'll be too cold? Will the leaves have fallen? Do we need winter tires?! We finally decided to go for it, however, mostly fed by our addiction to the Weather Network and their sunny, but chilly, forecast. I'm sure we're not the only couple who can hum their theme song though!

Dawn on Sunday greeted us in our hotel room only 891 meters (approximately!) from the rendezvous point with a layer of frost under grey skies, but a weather forecast that was already hinting at glorious sunshine and a clear blue sky on the horizon. Our decision to go for it was starting to look good indeed!

### The Preparations

At the rendezvous point, we were greeted with the sight of more than 40 Porsches! Directionally-challenged and map-adverse at the best of times, I was happy to receive Randy's beautifully-produced Ramble Program booklet at the RV, complete with step-by-step instructions that even I could follow. Carolyn pointed out helpfully that maybe our marriage would survive the trip after all. Randy gathered us all together for our safety briefing, reminding us that, given that it was a Ramble, not a Fun Run, we weren't obligated to stop at any of the suggested pit stops, didn't need to stay with a group, and that the only important timing was making it to the harvest lunch at 12:30. We were all presented with a lovely bottle of red wine, custom made to commemorate the "Inaugural UCR Fall Coastal Ramble."

### The Start

With several members stomping their feet to stay warm and a couple of Cayennes to show the way, we were in the final stages of preparation for our Ramble; odometers reset to zero so we could follow Randy's kilometer by kilometer and turn by turn instructions. Off we went.

Being a relative neophyte as far as Porsches are concerned, (but learning!), I couldn't keep track of all the varia-

tions on the theme. There was quite a variety of Porsches out there: 944s, 911s, Boxsters, Caymans, and Cayennes. All I remember in detail, with my amateur photographer's eye, were the colours: silver, black, white, red, yellow and blue. Quite the rainbow of colours heading towards the main road now bathed in light as the grey clouds pulled back and revealed the cobalt blue sky. The Boxsters and Cabriolets wisely kept their tops up to start... Carolyn, ever wise, figured it wouldn't be long until the tops were down though.

What a wonderful route! The fall colours, resplendent in the golden sunshine, were the perfect complement to the many gleaming Porsches moseying, and occasionally hurtling, along the winding country roads. At least for the first while, we kept fairly closely together and must have made quite a spectacle. A cordial driver of an older Cadillac pulled over to watch our procession. Glimpses, alternating with full views of Lake Ontario, greeted us on seemingly every dip, ascent, and turn. Busy farmers, out

continued on page 20...



Porsches parked on Queen Street, Port Hope



Pre-ramble driver and navigator briefing



The included winery tour took us outdoors to the vines and to the winemaking cellar

Photos by Brad & Carolyn Stewart



Photos by Brad & Carolyn Stewart



Out on the dock, Waupoos Winery, grape vines and our special event big top tent

Photo by Warren & Denise Francis



We parked our cars between the lake and the winery.

Photo by Brad & Carolyn Stewart





We all inched along clickety-clackety-clack at less than 10 km/h

working on a Sunday, would wave to the group. Carolyn had to remind me that it wasn't me to whom they were waving! Along the brief, more built-up area we passed where everyone dutifully slowed down, pedestrians stopped to check the procession and waved us on.

As twisty as the roads were, they presented no challenge to the Porsche convoy until we crossed a rickety old single-lane wooden trestle bridge. We all inched along clickety-clackety-clack at less than 10 km/h – sure glad I didn't order the PASM option on my Cayman!

#### Port Hope Pit Stop 1 (km 37)

What, we're in Port Hope already? By 10 am or so, the sun was higher overhead but still providing the sort of light that photographers and Porsche drivers live for. At our first stop, we pulled over one by one along Queen Street until our Porsche rainbow lined the sleepy Sunday streets, with still-green, golden, orange, and red leaves, making a perfect back drop as we whipped out our cameras to take photos. Many of us took Randy's advice and, after picking up our bags of swag from the friendly staff at the Port Hope Visitor Centre, strolled the streets in search of Port Hope's "Crazy Cookies", a sinfully delicious mix of chocolate, caramel and pecans with an oozing soft centre. Carolyn went MIA until I found her ordering a latte (but resisting a cookie) at the appropriately-named Dreamers Café close to where many of us parked. Dreaming of the road ahead?



Porsches parked on Waupoos' manicured lawn

And that road beckoned us to join it again and we heeded its call.

#### Cobourg Pit Stop 2 (km 46)

Somewhere, during our next few kilometers, probably as Carolyn was regaling me with stories of her last session on the track near home in Calabogie, we missed the Cobourg stop. But no matter – there was so much more to come. Our route took us closer again to great sweeping views of Lake Ontario and before we knew it, we were at our next semi-scheduled stop.

#### Wicklow Beach Photo Stop (km 68)

"Why are we stopping?" I asked Carolyn, who by this time had totally taken the navigation over from her directionally-challenged driver husband. "Photo stop" she said, followed by a form of ribbing reserved only for couples who have a strong relationship...

30-40 Porsches lined up one after the other along a country road bordered with trees on one side in full autumn splendour, and a beach on the other, which made a compelling photo op indeed. It was warming up, especially since we were so close to a warm breeze off Lake Ontario, and many a convertible top was lowered as everyone exited their cars and socialized for a few moments. That's where Carolyn and I met Hazel de Burgh and Martin Tekela. We took a few moments to compare notes with two people even more irretrievably car-crazed than us – two years owning a Porsche and we're not anywhere in their league yet, ha ha!

Taking Randy and Steve's Fall Ramble instructions to heart, Carolyn and I stayed for a few moments after the rest of the cars had left and thus lost the group. No matter – this was autumn rambling at its finest! Is it possible to overdose on beautiful scenery I wondered, as we drove in companionable silence toward our final meeting point in Prince Edward County? Eventually, we caught up with a black 911 on Highway 8 and, soon after that, we were joined by more Porsches, including a lovely red 944, before we arrived at our final destination.

#### Waupoos Winery (end, km 165)

On arriving, we were directed through what seemed to serve as a "secret entrance" and past grape vines planted in neat rows to line after line of beautiful Porsches already drawn up in military precision on the well-manicured lawns of the winery, before backing into a nice spot close to the heated(!) tent where the meal was being served.

The weather was still chilly, and the clouds only barely held at bay, but the great people we met over lunch, along with piles and piles of splendid food, chased down with a wee bit of wine, served to warm us up just fine. Camera in hand, I abandoned Carolyn, who was talking to another couple while making zooming gestures with her hands like a fighter pilot, and stalked the subjects of my next photos (cars, cars, cars, and the occasional grape or gourd). By this time, excited as I was by the whole event, I had volunteered to write this article.

Carolyn joined the (included!) winery tour ducking inside with the group and exploring the cellar before re-emerging at

the wine-tasting bar to explore the many lovely vintages Waupoos Winery produces to please almost every palate. Carolyn, having more discerning taste buds than mine, chose a few wines and I found myself playing three-dimensional Tetris to find various cubby-holes to stash the bottles amongst our weekend's worth of luggage in the Cayman's two trunks. Carolyn supportively suggested to me that I could abandon some of my luggage in favour of wine if necessary – not hers of course!

Sadly, it was time to go. Living in Eastern Ontario, we were not far from home, so we headed further eastward. A few couples in the group elected to stay overnight in the area and most were making preparations to take one of the carefully drawn-out suggested routes back to Southern Ontario. We shared email addresses and said goodbye to our new friends, already making plans to join the group for a few events next year. This is how fond memories are created.

Is it spring yet?



Wine tasting at Waupoos concluded our ramble



Photo stop at Wicklow Beach



Wicklow Beach along Lake Ontario.



# MUSKOKA FALL FUN RUN



By David Forbes, Event Host

Our Fall Fun Run this year was our 14th Muskoka Fun Run. We started out at 10:00 am from “of course” Tim Hortons, just off Highway 11 in Bracebridge. It was a beautiful cool yet sunny Fall day, and 28 gorgeous Porsches set out to navigate the winding vista of Fall colors. There were two Run Groups, one led by Anne and myself, the second by our good friends Peter Hoffman and his wife Andrea, who did a great job and we are so grateful for their help.

We were on the road for a total of three hours, the first leg heading east along Hwy 118 towards Haliburton. The line of Porsches was a sight to behold as we travelled along enjoying the leaves and the spectacular Muskoka Lakes, then heading North along Hwy 35 to Dorset, a

sleepy little town boasting the most famous little general store in Ontario. We shopped to our hearts delight for half an hour at Robinson’s General Store, then headed west towards Huntsville. The winding roads and spectacular Fall colours set against the numerous Muskoka Lakes enhanced the Porsche experience as only perfection can. We headed to Port Carling for lunch at 1:30pm at a wonderful restaurant - Turtle Jacks, where we had reservations and were able to sit in small groups and enjoy a delicious lunch with many wonderful choices on the menu. Nothing could be better than an amazing group of Porsche-lovers on a spectacular sunny Fall day, navigating the beauty of the Muskokas, driving the cars they love, enjoying the experience and each others’ company.

After seven years as Fun Run Chair, this year it was my pleasure to Co-Chair the Fun Run Program along with Hazel de Burgh. Hazel has so kindly assumed the role as Fun Run Chair going forward. Over the past seven years, Fun Runs have grown in the number of participants, events and various unique themes. Anne and I thank you all for the opportunity to serve in this capacity, and we enjoyed making wonderful friends along the way. It has been our pleasure, and we’ll continue to see many of you on future UCR events, including events we’ll be hosting in the future.





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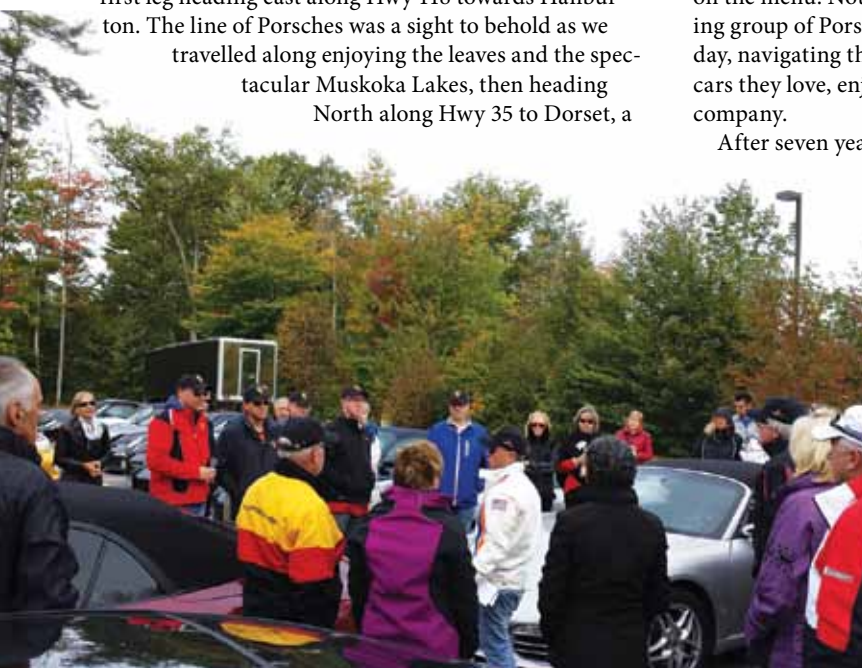
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# BARNFYND

Imagine finding this treat under your tree on Christmas morn?

Story and photos by Mike deJonge, UCR Member at Large

Everyone dreams, most of us imagine winning a lottery, becoming a dot com billionaire or some totally wild quest. Many of us began with imaginations honed writing letters to Santa as kids, going shopping with parents for toys as preschoolers, saving pocket money to buy our favorite game through middle school to newspaper delivery routes or shoveling snow for neighbours and working those boring summer jobs to save-up for our first big kid toy, the ultimate freedom machine, our first car.

My first car was a 1965 Mustang, which needed extensive collision repairs. I got into street rods and built a 1949 Pontiac sedan delivery and then a 1941 Willys pickup truck with a big block Chevy motor, which took 7 years to complete. It seems I was always working on a car.

Seven years ago, life led me down a somewhat different path. I was able to retire at an earlier age than most people and somewhat fortunately, acquired four Porsche 356's to be restored. My fingers just kept dancing on the eBay computer buy it now options. I must have figured it would be easier to restore 4 cars than one. Duhhh

I ended up at Restoration Design, to buy replacement panels, in Michigan several times and just like the Gillette guy said "I liked it so much I bought it" Actually my two sons who were finishing college and university and had no meaningful jobs to go to so we ended up being owners of a business that was not doing so well. Getting a business moved into Canada and making it profitable was a bigger job than I had anticipated, but we had help from many.

I heard about the secret barn of Mr. Alex G from his son who came to us for parts to restore his 356. He told me about a Pre-A that had been in storage almost from the



day Alex had acquired her, about 35 years ago, stored in a barn in a remote farm outside Toronto, while Alex lived in the city. He mentioned that his Dad had a collection of Porsches, vintage VW's and other exotics, mostly from the early fifties.

A few years later, as his restoration project neared completion, I asked him about his Dad's secret barn to which he replied that he heard some cars had been sold recently. My heart skipped a beat, I immediately asked him for his father's phone number and he said that he would email his brother to obtain the number. Alarm bells rattled in my brain, why a son didn't have his own father's telephone number. I was obviously backing the wrong horse, boy did I say to myself what a clutz I had been to not pop the question earlier, while I cultivated him, offering lots of free advice, dreaming of setting eyes inside that secret barn.

You see, I had begun building our business, aptly named



Restoration Design Inc., in Guelph, Ontario about seven years ago, where we were manufacturing parts for 356's, 911 and 914s because NOS were becoming scarce as prices of cars began to appreciate. But a locked-up Pre-A was beyond my wildest dreams and I somehow had to get to Alex, and his son wasn't my ticket.

Fortunately, a local 356 club member came to my rescue. Since I set-up shop to manufacture Porsche sheet metal panels, having bought equipment such as large bed CNC mills, heavy tonnage presses, sheet metal coil handling equipment, numerically controlled shears, even a laser cutter capable of going through multiple sheets of the 18-gauge pre-galvanized steel we use, I had developed a solid network of Porsche restorers and others who worked on Porsches and other exotics. So when I began asking my network, all the guys who had local knowledge, and it so happened, a country mechanic who had serviced some of Alex's cars came to us for parts. Being a friend, he gave me Alex's phone number.

Now Alex was a tough guy, he warned, prone to memory loss as he was getting on in age, but his biggest bad habit was renegeing on deals. Trepidatiously, I phoned Alex who confirmed the 1952 Pre-A he had stored 35-years ago was for sale. I asked to see it and he replied that I needed to pick him up around Yonge and Eglington in midtown Toronto, because he lived in a retirement home, and drive out with him to the farm in Monkton, Ontario, near Listowel.



The barn was full of complete cars, parked in rows behind each other, all covered in dust. We hauled the car out, it had no motor, but everything else was in tact. I asked him how much he wanted and we negotiated a reasonable middle ground. Reaching into my pocket I pulled out the \$5,000 I had brought with me as a deposit, but Alex said that he didn't want to take cash and instead wanted the entire sale price deposited into his bank account. We signed a bill of sale and I went home to my bank and wired the money. Of course, it was a Friday afternoon and as my luck would have it, Monday following was a public holiday. I was on pins and needles all weekend long. I called Alex on Tuesday morning to ask if his bank had acknowledged receipt? Yes, the money had arrived.

"May I go pick-up the car", I asked and Alex said that he needed to be picked-up in Toronto again to be taken to the barn to hand over the car. So, I drove back to Toronto from Guelph, took Alex to the barn and we got the car loaded on my trailer. Then Alex said that he wants the steering wheel

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from the Pre-A! Whaaaat? You need the steering wheel? What is going on here I asked myself.

Alex explained that his brother had raced the car, and because of that he wanted to keep the steering wheel as a memento! Alex said he had a Nardi steering wheel at home that he would give me in exchange. Reluctantly, I agreed. We had no tools on hand and old steerings don't come off easy, so I told him that I'd take the Nardi and bring him the original. I dropped off Alex and he gave me the Nardi steering wheel.

I got the car home and I was tickled pink, should I keep it this way or restore it. The car has gotten so much more attention than anticipated and everybody said keep it the way it is. I now have had the business logo painted on the

side and the car has been to many swap meets around the continent and California several times.

The "Nardi" steering wheel that Alex gave me to exchange turned out to be a fake so now my Pre-A remains attached to its original steering wheel. This car has led to several other cars, and it has helped the business tremendously to be recognized as a leader in manufacturing Porsche sheet metal repair panels. She has become the mascot of our business and my sons and I have been very fortunate to grow our business worldwide, shipping Porsche body parts globally from our Guelph, Ontario location.

I installed an engine, redid the brakes and shocks, and of course put new tires on it and MTO even had the license plate BARNFYND available! Now I have the ultimate "kerstcadeau" I ever dreamt about as a kid growing up in my native Holland. My 1952 Porsche Pre-A 356 wrapped in a perfect patina.



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**FUN RUNS RAMBLES & TOURS** ...continued from page 13.

Fallingwater Tour, one of the many highlights included exploring some of the architectural gems in the area.

Then in August, new hosts Mike Blinn and Rick Zucato led their first tour to Montebello, Tremblant and Hudson. The driving included some wonderful twisty roads through some quaint Quebec towns, up down and around several mountains and hills in the area, and past stunning scenery. For this event, there was great camaraderie over some gourmet meals and creative activities that the hosts arranged for the group, from horseback-riding to a gondola ride, to visiting a spa. And to cap it all off, on the last night, there was a highly competitive Hot Wheels Race that provided lots of laughs for the group.

Speaking of competitions, for the Blue Mountains Art Appreciation Ramble that I co-hosted with Don Lewtas in August, we had a challenging art appreciation quiz, with questions relating to the art in many of the galleries we visited, as well as some of the art along the way. Our route featured some spectacular Porsche-friendly roads too, with hairpin turns, rolling landscape, and picturesque villages and towns, and ended with a wine and cheese reception alongside the Beaver River.

This year's season wrapped up with two events east of Toronto in late September and mid-October: the Hearth Place Fun Run and Car Show hosted by David and Anne Forbes, and the Fall Coastal Ramble hosted by Randy Gananathan and Steve Revoy. Both events featured a parade of Porsches in a rainbow of colours driving some amazing back roads with picturesque views of lakes and rivers, and of course had several opportunities for camaraderie at the various stops along the way. Like many other events this season, locals often stopped what they were doing to admire the procession, or to give a thumbs-up as a sign of appreciation to the group. For the Hearth Place event, there was an added reward of a car show, which was enjoyed not only by our participants but also by the members and staff of Hearth Place, a support centre for families living with cancer.

In wrapping up, I want to give another BIG THANK YOU to all our amazing hosts, all of whom are wonderful UCR and Porsche-brand ambassadors. It's because of the passion and enthusiasm of each of our talented hosts

continued on page 41...



Photo by Hazel de Burgh



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# TRIP LOG

## Rennsport Reunion V

Story and photos by Chris Pattison, UCR Member

In November 2011, I happened to be channel surfing when I came across a show on Speed Channel called Porsche Rennsport Reunion IV. At the time, I did not own a Porsche—but it piqued my interest as I was actively looking to buy one. During the Spring of 2012, I found and purchased a 2005 Porsche Boxster in Florida, had it transported to Ontario, and took delivery that April... I now had my first Porsche!

The first order of business was to join PCA UCR. I did this at the UCR Spring Open House and became a member in May 2012. I have to say that I continue to enjoy my Boxster and also participating in UCR activities such as Drivers Ed, Fun Runs and Socials. As I was enjoying these events, an idea in the back of my mind was that I'd attend the next Rennsport Reunion—and drive my Boxster

there, wherever it was held.

Fast forward to spring 2015. Porsche announced that Rennsport Reunion V would again take place at Mazda Raceway Laguna Seca, so I purchased my tickets for the three days and started to plan my trip to California. It is a long way from Ontario to Monterey (the shortest route is approximately 4,300 kms) but as I would be driving a Porsche, I figured I could make the trip in four days!

Interstate 80 is the most direct route and travels across the Great Plains (America's breadbasket) before getting into more interesting scenery towards the western end of the trip. In truth, the first half of the trip is somewhat boring! On the other hand, cruising along the Interstate quickly eats up kilometres, providing more time for you to enjoy the more pleasant scenery and winding sections



of the road through Wyoming, Utah, Nevada and California.

Travelling along the Interstate in Nebraska with the top down and radio on, the broadcast was interrupted by a severe weather warning, advising of quarter-sized hailstones and to "move inside... away from the windows!" The storm warning was for two specific counties—the trouble was I had no idea where they were relative to my position and route! I immediately pulled over, put up the convertible top and then drove with one eye on the sky and the other on the road. Other than the sky darkening quickly at one stage, nothing happened, thank goodness.

A memorable part of the outbound trip was passing through Salt Lake City first thing in the morning and seeing the many salt lakes with no wind on their waters, and with shimmering islands rising up, seemingly disconnected. Passing a sign for Bonneville Salt Flats, I realized that this might be a rare opportunity to see them, so I turned off the highway only to find that the Flats were under water and that for a variety of reasons (see Google) most of the events on them this year had been cancelled.

In Reno, the Street Vibrations Fall Rally (a motorcycle festival) was taking place. It was good to get out of the car after three long days of driving and walk around the downtown area, taking in the sights.

Travelling through the Rockies from Nevada to California, there were some nice sections of road! I met my first group of Porsches while travelling along Route 1, south of San Francisco. They seemed to know where they were going, so I followed them down a turn off, to a nice restaurant by the ocean. They were all from the Washington area and also heading for Rennsport Reunion.



We had a very enjoyable lunch and I was reminded once again that it's not just the cars, it's the people!

Rennsport V, what can I say? It was Porsche overload... so many things to see, presentations to listen to, races to watch, cars to admire in the corral, vendors galore, the PCA tent, and endless Porsche enthusiasts to talk to. After three days of it, I was happy—but exhausted!

Some of my most vivid memories from the event include: Vic Elford explaining why he liked driving the (Le Mans winning) Porsche 917 ("It was 25 mph faster than the competition!") and Derek Bell saying that he probably would never have made it as a race car driver in today's environment as it is too expensive; the Corkscrew (Turn 8) and Turn 4 seemed to be the best locations to see cars spin off the track; a lunchtime conversation

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...continued from page 31.

with an attendee, who, apart from his Porsche interests, is an Engineer working on the SpaceX program; the Le Mans winning Porsche 919 Hybrid that's about as loud as a family car, but scary fast; and the Gmund Cup races featuring Porsches from the 1950s and 1960s. Those vehicles are orders of magnitude more valuable than my Boxster, yet they are driven with abandon around the track!

I decided to make two side trips on my return home, one to Sequoia National Park to see the Redwoods and the second to drive to the top of Pikes Peak. En route to Sequoia, I passed a largely empty reservoir (the second I'd seen like this), demonstrating the extent and long duration of the Californian drought. The high water mark was clear to see on the reservoir valley sides and on the upstream side of the dam. Water levels were so low that I'm doubtful that any water passes through the dam and, more telling, there is grass and even small trees growing on what used to be the bottom of the reservoir.

The redwoods in Sequoia grow at the top of a mountain, 6,600 feet above sea level and they make the white pines of Ontario seem like saplings! The road in the park is a fun drive, climbing about 5,000 feet with plenty of switchbacks. At the end of the road, a 1 km hike will take you to the General Sherman, a 275-foot-high sequoia that has a base diameter close to 40 feet—the world's largest living tree. Your lungs will remind you that you are



hiking at close to 7,000 feet! I'd thought that this drive would prepare me for Pikes Peak... it did not!

Pikes Peak is some 14,100 feet above sea level and more importantly, the tree line is at 11,800 feet, leaving the last six miles of road with no barrier (it's a long way down if things go wrong). This is certainly not a trip I'd recommend if you have a fear of heights—how they race up this mountain is beyond me!! I'll admit that I didn't see much scenery during the last six miles of the climb, in fact I did not see much of anything except the yellow line in the middle of the very winding road! Thankfully, not many vehicles were coming down as I was going up, and I finally reached the summit, which was some 20°C cooler than at the base. I'm sure the view would be spectacular on a clear day, but sadly it was overcast and I was close to the cloud ceiling.

I took the trip back down in low gear and was surprised when a Park Ranger stopped me about half way down... to monitor my front and rear brake temperatures with a thermal gun. I passed his test (the Boxster was in fact flawless throughout the trip, and sipped its way through just one litre of oil over the 10,000 kilometres round trip) and he allowed me to continue. I can now say I have done Pikes Peak!

The scenery through southern California, Nevada, Utah and Colorado had been spectacular, but I picked up the pace and moved quickly towards and through the Plains. Eleven days after I started out, I was back home, tired but happy... with another item crossed off the bucket list!



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**PORSCHE**



# UCR SKI DAY

Friday March 4, 2016



Story and photos by Don Lewtas, UCR Member at Large

Getting ready for winter? For many of us, our thoughts change from carving turns on the track to carving turns in the snow. If you don't have time for Camp 4 but looking for some winter activity with fellow Porsche enthusiasts, the PCA-UCR ski day is a wonderful alternative. The Ski Day is set for Friday March 4, 2016 at the beautiful Osler Bluff Ski Club just south of Collingwood.

The private ski club is about a two hour drive from Toronto and provides some of the best skiing in the area with twenty trails for skiers and boarders of all ability levels. The private club environment and high speed lifts maximize your time on the hill and skiing enjoyment. The elevation provides spectacular vistas of the surrounding area.



The venue is open to UCR members on Friday, March 4th, 2016, for their family members and a limited number of guests they may wish to bring. The lift ticket cost for the day is \$80.00 and is payable to Osler Ski Club on the day in cash or by credit card. If your ski equipment is no longer up to standard, Squire John's Ski Shop at the Club provides rentals of skis, boots,

snowboards and helmets with easy prior arrangements. If there are those in your group that don't ski, there are many other activities. The Ski Club has snowshoe trails (equipment rental at Squire Johns) or you can experience the nearby ScandinaVe Spa Blue Mountain, a short drive away. Shopping and art galleries are close by at The Village at Blue Mountain and historic downtown

Collingwood. After the day on the hill, there will be an après-ski wine and cheese gathering at a nearby chalet. Your host for the day is UCR member Don Lewtas. Please contact Don with any questions at [donald@donlewtas.net](mailto:donald@donlewtas.net) and registration will be via ClubRegistration.net opening 60-days prior to the event.





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# TRACKTALK



By Dave Osborne, UCR Track Chair



Photo by 303 Imaging

With our final DE event of the season behind us and our planning for 2016 moving forward at a breathtaking pace, we have to reflect on how this is all possible. While the whole DE effort would be futile if students weren't interested in flexing their automotive muscles, there wouldn't be a program without our instructors. It's the roughly 60 exceptionally talented men and women who repeatedly offer their time and talent to our club that makes our events successful. They come to the track, climb into another member's car and spend two days helping them acquire the skills necessary to become an exceptional driver. Their only reward is the thanks of their student and the great feeling that comes with supporting their improvement. There is nothing like the feeling you have when your struggling student finally gets it and the laps start to come together. It's an instructor's personal investment



Photo by Michael A. Coates

in their student's success that keeps them working toward that perfect lap. I don't know how to thank them.

The season ended on a high note with our Oktoberfest dinner in the main tower at CTMP. I wish I could get more participants to come out to that event, whether they are driving in the event or not. We are an inclusive bunch and love to share a meal and the stories of our season's escapades. There aren't even any announcements

to dampen the relaxed atmosphere. Don't ever think you're not welcome to a DE event.

The new 2016 Track Schedule is now set in stone and located on the "Calendar of Events" page in this issue. We've made some adjustments by adding and moving some events in response to our members' wishes this season. Our DE Program is always a work in progress and we do all we can to serve our members. I hope you'll have a look at the schedule and get ready for the 2016 season's registration to open at midnight on New Year's Eve. It's important to remember that with some events running close to capacity, those who register on New Year's Day always get into the events of their choice. If you plan on joining us on track for the first time this season, you'll be required to take one of the Introductory Driving School courses in April. It's a relaxed, fun day where you will slip and slide in complete safety, in order to better understand the handling dynamics of your car. Your safety is always our first concern. Having fun is a close second.

The holiday season is upon us and it can sometimes seem as awkward as a minefield to traverse, since we live in a country filled with diverse beliefs. I think that we often make things far more complicated than they need to be, so I'll just share a couple of thoughts. Feel free to ignore me or set fire to this issue if it makes you feel better. Faith, no matter in what, is most often passed down from one generation to the next. We're influenced by those who are closest to us and we ac-

cept that they wouldn't intentionally mislead us. Faith then grows larger as the influence stretches from family to friends, to entire nations. That's the reason that some religious beliefs are more prevalent in different regions of the world. None are less or more valid than the next, since they all share the common attribute of devotion. It's easier to believe in something that everyone around you believes. We all like to belong.

The point of this rambling thought is that we do ourselves harm with political correctness. We all mock it in some ways and yet we still self-impose it on our lives. Saying what you think, without ridicule, has become far more difficult, yet sharing ideas is what creates understanding and acceptance. It's striving to homogenize everything that robs us of our individuality and that is the core of our humanity. We need to stop finding excuses to be outraged by each other. When someone wishes you a Happy Anything, you should accept that gift in the way that it was intended. They are inviting you to share in their celebration, not trying to offend your forefathers.

So it's in that spirit of inclusion and warmth that I'd like to wish you all a Very Merry Christmas.

Share the Joy,  
Dave



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# THE PORSCHEPHILE



Michael Whitcombe

Photos and Story by Michael Whitcombe, UCR Member at Large

In the summer of 1972, I started helping my 18-year-old neighbor work on the conversion of a 1968 MG Midget into an Austin Healey Bug-Eye Sprite “Tribute”. My principal contribution consisted of endless hours of block sanding five layers of house paint off the “Bug Eye” bonnet that my neighbor had traded his dog for (true story). The Sprite bonnet fit perfectly on the MG front end (at least to the critical eye of a 12 year old) with very little modification required, other than the installation of chrome “hood pins” to keep it secured. That project left me with the mindset that if you cannot buy the car you desire, then why not try to build it yourself.

In 2005, I purchased an Austin Healey 100 BN1, being a car that I had coveted since my days working on the Midget. Being charitable, the car I purchased was classified as a “driver”. I enjoyed short trips around Halton Region, always feeling that I had “beaten the odds” if I returned home under my own power and not on the back of a CAA Flatbed Tow Truck. That thrill soon wore off and I decided that I would have a total restoration done to the car. That restoration project took 5 years and could easily

be the subject of its own article. What I learned from that project was that while I enjoy “classic” automotive styling, there is a lot to be said for having dependable technology underneath.

In May of 2009, I purchased a 997 C4S. I fell in love with the car from the first sight and it still puts a “Porsche Smile” on my face every time I drive it. It was one of the first cars in Canada with PDK and was used by Porsche Canada to demonstrate that feature to the auto journalist community. The car was fitted with factory installed carbon fiber track seats which I think are great, and not only because my wife cannot drive the car because you cannot adjust the seat height and therefore she cannot see over the dash.

After owning the 997 for a short period, I started thinking about purchasing a vintage Porsche. I soon decided that the Holy Grail would be a 1972 RS. I simply loved the look of ducktail spoiler on that car. However, the sticker shock associated with the usual asking price for that car would always knock me back to reality.

One day I read an article about the limited edition 997 Sport Classic editions being offered, complete with ducktail. I contacted my Porsche dealer and asked if I could order one. I

was advised that there were only 200, 997 SC’s being made and that they are all being sold in Europe. I then asked if I could just buy the ducktail that was being fitted to the 997 SC and was politely advised “No – unfortunately you cannot order that part without having a 997 SC VIN”.

A few years later I started working with a personal trainer, who had previously worked in automotive design and for a custom car shop. We became friends and we shared a passion for cars. He had seen my 997 and asked me if it was “exactly as I wanted it”. I told him the story of the 997 SC and said that if I could get a ducktail for my 997, I would install it. A few days later he sent me a link to Misha Designs in California who offered a 997 SC ducktail replica. I ordered the part and my friend arranged for it to be color matched and installed at a local custom shop. For less than \$1800 I had my ducktail. While it looked great, I immediately decided that my 997 needed the matching Fuchs wheel set to go with the ducktail.

I went online and found that Techequipment was offering for sale, the same FUCH wheel set that was originally designed for the 997 SC. I thought my Irish Grandmother was looking down on me from heaven that day. I then discovered that there was only one

such wheel set available for purchase in.... the... entire... WORLD as the initial production run was sold out, but for the one remaining set and there was not going to be another production run. I immediately took the opportunity to acquire the wheel set and had Downtown Porsche handle the installation. While I have played with the idea of doing even further modifications to bring my car closer to the full 997 SC spec. including replacing the front and rear bumper covers, I feel that am happy with my “997 SC Tribute” the way it is.

I have the retro styling I favor and incredible, reliable technology underneath.

There really is no substitute, for building the car you want.



## ARE YOU A PORSCHE-PHILE?

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**FUN RUNS RAMBLES & TOURS** ...continued from page 29.

that we had such a memorable year. Each host carefully planned their events with Porsche-like precision, and had a great time doing so. They helped to create some wonderful memories: from meeting and reconnecting with new friends, from driving our beloved cars, and from experiencing all the sights and sounds along the way.

If you didn't get a chance to join in on the fun this year, I hope you'll come out to play next year. Sign up early, as soon as the event opens for registration! And if you'd like to consider hosting an event next year, perhaps with another member, let me know. I'd be pleased to help you get your event on the road!!

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## PERIPHERAL VISION

Reviewing 2015  
...and looking ahead.

By John Adam, UCR Historian



Our president, Mike Bryan, is our 32nd and is serving his second term. He is directing a club that has distinguished itself many times. We have been recognized as PCA Region of the Year a third time; our membership growth has been outstanding and trophied eight times; our membership co-chairs Mark and Angie Herring were recognized for their singular effort when they received the 1991 Zone Representatives Award and we continue to be grateful for their now 30 years of outstanding service. Our newsletter has trophied several times, including 2014 when it was deemed to be the best in all of PCA. Our website remains amongst the finest in PCA, having trophied six times previously. Our members have been recognized internationally, for example Botho von Bose is a former PCA Enthusiast of the Year.

After 39 years of growth and success, we need to thank those that first had the idea to form a club. Geoff McCord was their leader. In 1976, perhaps it was just a band of enthusiasts who needed to learn how to fix their Porsches. Hans Pfaff was a proud supporter from the very start and the H.J. Pfaff dealership continues its support to this day. Mosport's Porsche Park came on the scene in 1976. Mosport, now called Canadian Tire Motorsport Park, is still an important part of our Porsche Club activities and we are seeing continued improvement at the venue under the new ownership.

We started with 25 members and we had 190 at our 10th anniversary in 1986. Today, we are over 2547 strong, with family members taking us to 3825 as of October 1. It took a while to really get rolling, but baby, look at us now—the largest Region in all of PCA!

Sometimes we find a way to give something to the community and sometimes we get it back in other ways. At the end of the day, it makes you feel good to belong to an organization like the Porsche Club.

### Proper Protocol at Meetings

At the end of November's Board Meeting, the janitor entered the room and looked in amazement at the UCR dignitaries around the table. There was a flurry of standing and sitting until all were on their feet and they finally swept out from the room. He asked outgoing secretary Jill Clements-Baartman for an explanation.

"The tradition," Jill replied, "goes back a long way. When the meeting is over, the president, Mike Bryan, can move (either sit or stand) at will. However, the vice president, Kathleen Wong, can move only while the president is seated. The treasurer, Peter Oakes, can go for coffee only while the vice president is seated and the president is standing. The director responsible for tours, Hazel de Burgh, can move only if the *Provinz* editor, Randy Gananathan, is seated. Finally, the past president, Walter Murray, can move only if the secretary is seated and the treasurer has risen."

"It seems complicated, but after a while, they get quite good at mastering the moves and getting into the elevator before it is full."

New officers have now been elected to the Board. They must take careful note of the protocol at these important meetings. We wish them well in their endeavours.

When you open the bubbly later this month, make a toast to the good times and happy memories made possible by the Porsche Club of America, Upper Canada Region Inc. In 2016, we look forward to continued good times with good friends in the Porsche Club.

Merry Christmas and a Happy New Year.



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

It's easy to get involved—just drop me a note at [rdgananathan@gmail.com](mailto:rdgananathan@gmail.com) and tell me about the car you have in mind. I look forward to hearing from you!

Randy Gananathan  
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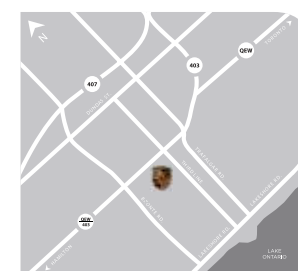
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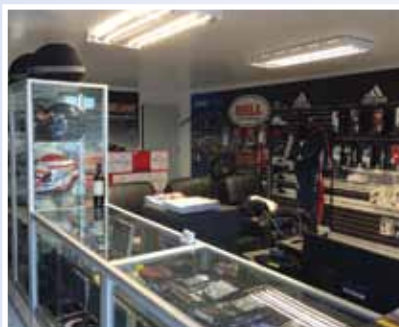
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