

provinz

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



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winner for best overall
PCA regional magazine



JULY 2015

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PCA regional magazine

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2nd Place Winner
Class V Regions

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Please ensure you are logged in to the UCR site to read the minutes.

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Classified ads can be submitted through the website.

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Cover: Janis Joplin's 356 at Parade 2015. Photo by Randy Gananathan, Provinz Acting Editor. See story on Page 30.



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www.facebook.com/pcaucr.org

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@PCAUCR

2015 CALENDAR OF UCR EVENTS

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

APRIL

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

MAY

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

JUNE

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

JULY

4	Sat	Niagara-on-the-Lake Fun Run
5	Sun	UCR Autocross, CTMP Driver Development Track
8	Wed	UCR Board Meeting
9-12	Thurs-Sun	Zone 1 Porscheplatz, CTMP
14	Tues	UCR Social
17-18-19	Fri-Sat-Sun	UCR Driver Education, CTMP Main Track with NNJR
25	Sat	UCR Rally
26	Sun	UCR Autocross, Toronto Star
26	Sun	Ancaster Fun Run

AUGUST

4	Tues	UCR Board Meeting
6-9	Thurs-Sun	Montebello, Quebec Fun Run
7-8-9	Fri-Sat-Sun	UCR Club Race (Can/Am Challenge, CTMP Main Track)
11	Tues	UCR Social
14	Fri	UCR Introductory Driving School, CTMP Driver Development Track
15-16	Sat-Sun	UCR Driver Education, CTMP Driver Development Track
22	Sat	Blue Mountains Fun Run

SEPTEMBER

1	Tues	UCR Board Meeting
6	Sun	UCR Concours d'Elegance, Burlington (Rain date – Sun Sept 27)
8	Tues	UCR Social
12	Sat	Porsche of London Fall Fun Run
13	Sun	UCR Autocross, Toronto Star
18	Fri	Braidan Tire "Wheels for Humanity" Charity Event & Solo Lapping (Signed-off groups), CTMP Main Track
19-20	Sat-Sun	UCR Driver Education, CTMP Main Track
26	Sat	Hearth Place Fun Run & Car Show
27	Sun	Street Survival School, Powerade Centre, Brampton

OCTOBER

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

NOVEMBER

3	Tues	UCR Board Meeting
10	Tues	UCR Social

DECEMBER

1	Tues	UCR Board Meeting
8	Tues	UCR Social

Calendar contents compiled by Garth Stiebel.

PRESIDENT'S FORUM



By Mike Bryan, UCR President

With such a large influx of new members during the spring this is perhaps a good time to talk about the many benefits of Porsche Club of America membership and the good fortune in being hooked up to it through Upper Canada Region,

our local chapter. I'm going to go with the basic assumption that if you've chosen a Porsche to drive, you did it because you recognised something pretty special about this marque and might be intrigued by the world of Porsche that you've entered. I'm also going to assume that in joining PCA, you were showing interest in getting more from your Porsche-owning experience. So what do you get for your USD \$46 annual membership fee? Well, from PCA itself, i.e. from the "National" office in Columbus, Maryland, the benefits include:

Panorama – the monthly PCA magazine issued by the "National" office. This is a high quality publication by any standards and even if you don't read it from cover to cover, there are always some great articles and photos that will help you understand what you've bought into through your Porsche ownership – the company, past and present, new models and old models, personal stories and great photos.

Parade – PCA's annual week-long convention featuring competitive events, socials, banquets, kids events, and all things Porsche.

Registers – Special Interest Groups that enable members to exchange information on their particular Porsche model. There are currently 19 Registers.

Member access to the PCA website www.pca.org.

What about the particular benefits provided by Upper Canada Region which we run here in Ontario with a good degree of autonomy? We are lucky in being able to attract a truly amazing team of volunteers who use their skills, energy and enthusiasm to bring you:

Provinz – our award-winning monthly Upper Canada Region magazine that you're reading now. It's full of features about club events, member experiences and some tech info, as well as useful reference material

like our events calendar and contacts.

Web site – our own Upper Canada Region site, www.pcaucr.org that is not connected to the PCA web site. This is the place to find the most up-to-date information on club activities, upcoming events, photo galleries of past events, several member forums and loads of classified ads. You can also register for club events through the website.

Club events and activities that offer something for everyone. Broadly speaking, these can be divided into driving and non-driving events. The driving events such as Driver Education weekends and half-day Autocross sessions will help you connect with your Porsche, get a sense of its amazing capabilities and improve your driving skills. Other driving events such as Fun Runs, Rallies, Tours and Targas offer the simple pleasures of driving along country roads, enjoying the camaraderie and visiting new places.

Non-driving events include Monthly Socials that take place at golf/country clubs with dinner and a guest speaker, or at local Porsche dealers. Many members find these events a great way to make new friends and to learn more about different club activities from conversations with others. Other non-driving events include Ski Day and our Annual Banquet, where we acknowledge the end of the "driving season" and recognise our volunteers for the fun and enjoyment that they've provided for us.

Community Support – UCR is fortunate in having many socially conscious members who use their time and assets, e.g. cars, skills and access to facilities, to benefit various charitable organizations and good causes around us, such as Driven2Smile, Street Survival School, Wheels for Humanity, Hearth Place. Often, these are the same volunteers who already give their time to organising our own member events. They don't mind though, because they always say that they get more out of the experience than they put in.

So there you have it. Not bad for 46 American bucks a year, eh?

Keep your eyes up and drive safely.
Mike Bryan



UPDATED

Porsche Club Photography

by michael a. coates
PCA/UCR club photographer
905.592.1962

[michaelacoates.com / porscheclub](http://michaelacoates.com/porscheclub)

Welcome!

NEW MEMBERS



Name	Location	Model	Thanks To
Susan Argiros	Toronto	15-Macan T	Downtown Porsche
Samira Ashraf	Aurora	15-Cayman	Downtown Porsche
Xuejun Bai	North York	16-Cayenne	Downtown Porsche
Richard Baker	London	15-911 T	Porsche of London
Matt & Sara Basso	Toronto	88-928 S4	Enrico Sabatino/Shift
Bob Becker	Mount Forest	87-911	
Deanna Bergeron	Orillia	15-Macan T	Porsche of London
Tom & Tessa Bermarija	Burlington	91-911 C2	Joe Dren
John Edward Billowits	Etobicoke	15-Macan S	Downtown Porsche
Marc Boily	City of Kawartha Lakes	05-911	
Anthony Bonato	Toronto	15-Macan S	Downtown Porsche
Tracy Brennan	Toronto	15-Cayenne S	Downtown Porsche
Allan Bulckaert	London	12-911	Downtown Porsche
Mark Burke	Toronto	15-Macan S	
John Douglas Cain	Woodstock	14-Boxster	Porsche of London
John Cashmore	Orangeville	15-Cayenne	Downtown Porsche
Tony Chapman	Toronto	15-Boxster S	Downtown Porsche
Zeeshan Chaudhry	Stouffville	13-Boxster	Downtown Porsche
Kai Kwong Cheung	Markham	16-Cayenne	Downtown Porsche
Carlo Corsini	Chatham	15-Macan S	Porsche of London
Adam Cruickshank	Oakville	15-911 GTS	Downtown Porsche
Geraldine Cruz	Toronto	15-911	Downtown Porsche
Mark Dalby	Toronto	15-Macan S	Downtown Porsche
Ophir Daniel	Toronto	16-Cayenne	Downtown Porsche
Jay David	Mississauga	06-911 C4	Bruce Trigg / Shift
Sherry D'Costa	Toronto	14-Cayenne	Porsche of London
Maximus De Oliveira	Toronto	15-Cayenne	Downtown Porsche
Mark Decker	Toronto	15-Macan S	Downtown Porsche
Douglas DeViney	Bracebridge	10-Boxster S	
Linda Dorota	Toronto	15-Cayman S	Downtown Porsche
Raymond Drost	Toronto	15-Cayenne	Downtown Porsche
Ron Duross	Manotick	96-911 C4S	
Sarah Eskins	Oakville	15-Macan S	Downtown Porsche
David Evans	Brampton	06-Boxster S	Chris Nelson / Shift
Ken Fern	Hampton	15-911 C4S	Downtown Porsche
George Friedmann	Toronto	15-Macan S	Downtown Porsche
James Fung	Scarborough	14-911 C2S	
Richard Gananathan & Jennifer Zhong	Richmond Hill	91-911 C4	
Gary Gander	Guelph	06-Boxster	
Andrew Gaughan	Richmond Hill	15-911	Downtown Porsche
Kamal Gautam	Toronto	15-Cayman GTS	
James Gawthier	Toronto	15-Cayman GTS	Downtown Porsche
Richard Geall	Toronto	15-Boxster	Downtown Porsche
Perry Giacco	Mississauga	15-Macan S	Downtown Porsche
Julianne Gillies- McKall & Darren McKall	Toronto	14-Cayenne	Downtown Porsche
Donald & Jody Gray	Toronto	10-911	Downtown Porsche
John Greco	Etobicoke	08-911	Shift
Edward Hachey	Pickering	04-Boxster S	
Neda Hajimirzakhani	Toronto	16-Cayenne	Downtown Porsche
Rodney & Carolyn Hancock	London	15-Boxster S	Porsche of London
Dominique Hansen	Toronto	14-911	Downtown Porsche
David Harquail	Toronto	15-Macan S	Downtown Porsche
Nicholas & Taylor Harrison	Toronto	15-911 GTS	Downtown Porsche
Lisa Heidman & Cary Solomon	Toronto	15-Macan S	Downtown Porsche

Name	Location	Model	Thanks To
Robert Helm	Walkerton	15-Macan S	Porsche of London
Tom Herauf	Oakville	03-911	
Christopher Hodgson	Bolton	15-Cayenne	Downtown Porsche
Samuel Hoh	Toronto	14-911 C4	Downtown Porsche
Merrill Howard	Unionville	05-Boxster	Benjamin Quan/Shift
Haozhao Huang	London	15-Macan S	Porsche of London
Dexter Huang	Richmond Hill	12-911	Downtown Porsche
Liangfu Huang	Markham	15-Macan S	Downtown Porsche
Eric Hui	Toronto	10-911 GTR RS	
Yabei Ji	Toronto	16-Cayenne	Downtown Porsche
Tian Hao Jiang	Toronto	16-Cayenne	Downtown Porsche
Meiyu Jin	North York	16-Cayenne	Downtown Porsche
William Kaplan	Toronto	15-911	Downtown Porsche
Nicholas Koutras	Windsor	15-Cayenne S	Porsche of London
Russell Kowakk	Toronto	15-911 C4S	Downtown Porsche
Jordan Kupinsky	Toronto	15-911 C4 GTS	Downtown Porsche
Alfred Lam	Toronto	15-Macan S	Downtown Porsche
Michael Lapico	LaSalle	15-911	Porsche of London
Shmuel Lenga	Toronto	15-Cayman S	Downtown Porsche
Tara Leukoe	Toronto	15-Cayenne	Downtown Porsche
Mo Ling Leung	Mississauga	16-Cayenne	Downtown Porsche
Marvin Leung	Toronto	15-Macan S	Downtown Porsche
Amanda Lilani	Mississauga	15-Cayenne	Downtown Porsche
Rebecca Liu	Richmond Hill	15-Cayenne	Downtown Porsche
Sin Sze Lo	Scarborough	15-Cayenne	Downtown Porsche
Denis Lou	Toronto	15-Macan S	Downtown Porsche
Daniel Lublin	Toronto	15-Macan S	Downtown Porsche
Silvio Lunetta	North York	14-Cayenne	Downtown Porsche
Victor & Angela Lucero	Innisfil	06-Boxster	Shift
Viktor Madarasz	Saint Laurant	12-Cayenne S	Downtown Porsche
George Maniatis	Toronto	15-Cayman	Downtown Porsche
Avrom Marr	Toronto	14-911	Downtown Porsche
Kevin David McKillop	Toronto	15-Macan S	Downtown Porsche
Bill Miletic	Windsor	02-911 C4	
Christopher Milosh	Whitby	04-911 C4S	
John Naccarato	Toronto	15-Macan S	Downtown Porsche
Wayne Narciso	Ancaster	13-911 CS	Downtown Porsche
Pak Mui Carman Ng	Markham	16-Cayenne	Downtown Porsche
Norman Nguyen	London	14-Cayenne	Porsche of London
Paul Orenstein	Toronto	15-Boxster	Downtown Porsche
Augusto Carlos Pareja	Oakville	95-911	Mantis Racing
Elena Pelz	North York	15-Macan S	Downtown Porsche
Alexandre Pereira	North York	14-Panamera	Downtown Porsche
Raj Persaud	Markham	09-Cayenne	Downtown Porsche
Colin Pike	Niagara on the Lake	15-Macan S	Downtown Porsche
Bruno Pires	Toronto	88-930	
Garett Prins	Burlington	14-911 C4S	Porsche of London
Wenhui Qi	Toronto	15-Cayenne	Downtown Porsche
Darren Jian Qu	Barrie	16-Cayenne GTS	Downtown Porsche
Matt Rahdar	Thornhill	14-Panamera	Downtown Porsche
Michelle Renaud	Toronto	15-Macan S	Downtown Porsche
Randall Rideout	Toronto	15-Macan S	Downtown Porsche
Scott Rozell	London	15-Boxster	Porsche of London
Dan Rubinoff	Toronto	15-911 GT3/15 Macan S	

continued on page 8...

NEW MEMBERS ...continued from page 7

Name	Location	Model	Thanks To
Torsten Schierholz	Toronto	87-911	
Sean Seaton	Oakville	07-911 CS	
Reza Shamsipour	North York	15-911	Downtown Porsche
Shuaib Shariff	Ajax	15-Boxster GTS	Downtown Porsche
Xinyi Shi	Toronto	16-Cayenne	Downtown Porsche
Marco Shum	Markham	04-911 C4S	Downtown Porsche
Shaun & Ruth Simrod	Thornhill	15-Boxster S	
Boris So	Toronto	15-911 T	Porsche of London
Mark Solez	Tecumseh	15-911 T	Porsche of London
Ji Song	Toronto	16-Cayenne	Downtown Porsche
Mary Anne Strong	London	15-Panamera 4	Porsche of London
Jiaqing Sun	Mississauga	15-Cayenne	Downtown Porsche
Gerry & Saveeta Taunton	Scarborough	67-911 S	Shift
Shirlane Teh	North York	15-Macan S	Downtown Porsche
William Thom	Toronto	15-Macan S	Downtown Porsche
David & Carrie Tipton	Toronto	74-914	Shift
Angelina Faida Touati	Toronto	16-Cayenne	Downtown Porsche
Frank Tran & Karen Ha	Scarborough	15-Macan S	Downtown Porsche
Ricky Wong Tse	Toronto	15-Macan S	Downtown Porsche
Paul Valder	Milton	11-Boxster S	
JoAnn Van Engelen	Port Franks	14-Boxster S	Porsche of London
Karen Vukets	Toronto	15-Panamera GTS	Downtown Porsche
Anthony Wald	Ajax	11-Panamera 4S	Downtown Porsche
Xiaomei Wang	Toronto	15-Macan S	Downtown Porsche
Yuchao Wang	North York	16-Cayenne	Downtown Porsche
Allan Ward	Markham	99-911 C4	
Kyle Waters	Kingston	16-Cayenne GTS	Downtown Porsche
Kevin Wiedekowsky	Brampton	15-Cayenne	Downtown Porsche
Everton Williams	Toronto	07-911 C4	Downtown Porsche
Andrew Wiseman	Toronto	15-Macan S	Downtown Porsche
Shawn Woodend	Woodstock	13-Boxster	Downtown Porsche
Guochen Wu	London	14-Cayenne	Porsche of London
Qiong-Ying Wu	Scarborough	16-Cayenne	Downtown Porsche
Yong Feng Yan	Markham	14-Cayenne	Downtown Porsche
Peter Yu	Markham	15-Macan T	Downtown Porsche
Lu Yuan	Scarborough	15-Cayenne S	Downtown Porsche
Steven Yuen	Toronto	15-Boxster GTS	Downtown Porsche
Jing Zhao	Toronto	15-Macan S	Downtown Porsche
Peiyan Zhou	Toronto	15-Cayenne	Downtown Porsche

Congrats! ANNIVERSARIES

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

25YEARS

Marcia Gifford

20YEARS

Wes & Angie Armstrong

Lee & Pat Clarke
Thomas Meyer

10YEARS

Robert Burgess
Jason & Kelly Chanyi
Clifford & Amy Pak

Desmond & Samantha Tam
Cameron Willis

5YEARS

Doug Allingham
Robert & Lynne Hamilton
Stephen Legate

John Marotta
Jamie McCharles
Robert & Itria Moniz
Alan & Madeline Ong
Kurt & Deborah Stahle
John Walenta



THE WAY WE WERE...

35 Years Ago

A drawing of the 924 graced the *Provinz* cover. **Bruce Farrow** and **Dave Pateman** went to Indianapolis and East Cleveland to buy cheap Porsche parts. They covered 1,300 miles (2,080 km) in 20 hours. Also picked up a speeding ticket. Promo for the VARAC picnic was the only other item.

25 Years Ago

We had the Porsche Indy car on the cover and it appeared at Downtown Fine Cars for our monthly social. PCA total membership of 28,000 was a mere shadow of what it is today. **Rainer & Eileen Beltzner, Randy & Leo Meyers** joined. Single day DE events were the norm @ \$75. Mobil 1 5W30 was becoming recognized, albeit slowly. Skeptics still liked conventional oil products. There were five Porsche dealers in Ontario. The **Plouffes** competed in the Zone 1 Concours d'Elegance near New York City and trophied second in class. **Howard Dexter** was operating the novice DE class @ \$25, including lunch. President **J. Crawford Reid** went on (and on) about his busy DE schedule, Parade in Monterey, and more. Current day racer and DE Instructor, **Margaret Jakubowski's** baby picture appeared.

20 Years Ago

Parade was in Portland, OR. Thirty-two primary members joined + spouses and family members. Articles had become technical with discussion of timing belts, faulty control arms, ball joints and the like. **Irene Orr** hosted a wine tasting event with **Tony Aspler** as guest speaker.

15 Years Ago

Tomiko & Walter Murk joined, as did 28 others. President **Ken Jensen** and first lady **Sussi** were en route back from Parade at Sacramento, CA. Six Fun Runs were in the works for summer. **Andy Wright** prepared a spiritual article that deserves to be reprinted – it was about joining in the fun. **Ben Ciantar** went on for pages about torque, gear ratios, transmissions and clutches. **Jay Lloyds** went to Germany with **Terry Cleland** and **Randy Black**. They visited the archives and later got rides around Weissach's test track in a GT1. Cool!

Contributed by John Adam, UCR Historian



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Porsche of London

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SOCIAL EVENTS

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

We wish to provide a welcoming, inclusive and highly enjoyable atmosphere for Socials so that UCR members and guests can socialize and share each other's passion for Porsche car experiences and enjoy continued learning experiences.

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



We'd be interested in holding winter socials at west end golf clubs such as Mississauga Golf, Toronto Golf, St. George's, Markland, Islington or Weston. Please contact us if you are a member at any of these clubs.

Coming Events

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

Venue: Donalda Club, 12 Bushbury Drive, Toronto, M3A 2Z7, 416-447-5575 www.donaldclub.ca
Please note that the Donalda Club will be preparing a casual buffet/food station/passed appetizer menu for this evening with a price of \$25 plus tax and tip. All attendees are required to purchase a meal. and beverages with cash, VISA or MasterCard.

Speaker: We are happy to announce that Laurance Yap and John Pera, of Pfaff Pre-Owned, will be our guest speakers for this evening. Many of you will remember Laurance, a passionate Porsche enthusiast, from his days at the Toronto Star and then at Porsche Cars Canada. Laurance will bring us up to date on his current role with Pfaff and what may lie ahead in the future. John Pera, the general manager of Pfaff Pre-Owned will talk about the escalating prices for certain Porsche models and what trends might continue in the future.

RSVP: Please let us know at: socials@pcaucr.org if you will be attending this event. Our inaugural event in April at this venue was well attended. We expect a full house. Donalda Club offers free, secure parking. Arrive early and enjoy walking around the beautifully landscaped country club setting in the heart of North Toronto. Limited seating, so please RSVP early.

Date: Tuesday, August 11, 2015, 6:30-9:00pm

Venue: Islington Golf and Country Club, 45 Riverbank Drive, Etobicoke, Ontario M9A 5B8, 416-231-1114 www.islingtongolfclub.com

An inaugural event at a prestigious west-end Toronto location. This social will preview our year-end Gala that will be held here on Saturday, November 7, 2015. As with the Donalda, Islington will be preparing a specific, casual menu especially for the Porsche Club. All guests are required to purchase a meal, priced in the \$25-\$30 range. There is secure, free parking onsite.

Speaker: Pleasure to announce that Jim Tulloch is our guest speaker for this evening. Jim hails from Rochester, NY and he was one of the founding members of Trackmasters. I was first introduced to the joys of driving at Watkins Glen International Raceway through Trackmasters back in the late 1990's. Jim is also the Chief Instructor of the Niagara Region PCA and he will be talking about the electronic technology found in the most modern Porsches and how they influence driving and handling performance on and off the track. This will be an educational evening for any Porsche enthusiast.

RSVP: As with all social events and particularly to assist this new venue with menu planning and seating, please RSVP as early as possible to: socials@pcaucr.org.



JUNE SOCIAL

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

What a wonderful June Social! The warm evening was perfect for a German BBQ with all the trimmings. Over 80 people attended the wonderful evening of excellent food, great conversation and beautiful Porsches everywhere amidst car enthusiast camaraderie at Downtown Porsche.

Constantine Siomos, Senior Vice President of Operations, greeted and welcomed UCR Members. Chris Plater, General Sales Manager drew a crowd and hosted a Porsche Trivia Question Challenge, handing out prizes to eight lucky winners. We appreciate the generous and kind hospitality of Downtown Porsche and thank all their staff who mixed and mingled with UCR members.

Kathleen Wong, VP announced that UCR is now the largest Regional Club in North America—an accomplishment that we can all be proud of. John Van Atter promoted PorschePlatz to be held July 9-12 at CTMP. Hazel De Burgh, Street Survival Co-Chair, profiled the benefits of Street Survival Program and promoted upcoming Fun Runs and our UCR Rally. Martin Tekela, Socials Co-Chair, announced details of the upcoming July and August Socials.

Details of these events can be found in *Provinz* magazine and on our website at: <http://pcaucr.org/>

A warm welcome to new UCR members attending their first Social: Mary Arthurs, John Tsourounis and JoAnn VanEngelen.

We welcome you to our wonderful Club and we look forward to seeing you at other UCR events and getting to know you better!

And many thanks to Kirsten Ward who handled the Registration Desk with smiles and laughter. Also, thank you to Kim Viney, who, once again, was a huge help in taking care of On-Line Registration!

A most enjoyable evening!
Till July,

Laurel Ward
Socials Co-Chair, UCR PCA



Top: Chris Plater, General Sales Manager hosting the Trivia Challenge.
Above: a fine evening for a German BBQ.



Constantine Siomos, Senior V.P. Operations Downtown Porsche, greeting the UCR Members



John Van Atter gave us some details on the upcoming PorschePlatz meet in July.



Hazel De Burgh, Street Survival Co-Chair talked about the program and the upcoming Rally and Fun Runs.



Martin Tekela, UCR Socials Co-chair detailing some upcoming social events.

2015 Fun Runs & Tours



Photo by Michelle Gamauf

By Hazel de Burgh and David Forbes, UCR Fun Run Co-Chairs

The Fun Runs & Tours season is well underway! By date of publication, our members have enjoyed themselves on five events, and many members are looking forward to the remaining nine events of the season. If you haven't yet done one of these events, you don't know what you're missing! Check out the articles and photos on pages 22 and 24 giving the highlights of some of our most recent events.

To book an event or get on a waitlist, please contact the relevant host noted in the table below. And if you're interested in doing a timed Fun Run on July 25th, aka a street-legal Rally, see the description on page 34 and contact the hosts to sign up. More details are also on the web.

As you can see, these events are very popular, so we need more hosts! If you're wondering what's involved, or you're ready to pick a date for 2015, there's still time to get on the calendar. Please let one of us know. We'd be happy to answer all your questions and help to get your event on the road! And if you're thinking about hosting in 2016, let us know that too!

Hazel de Burgh (hazel.deburgh@gmail.com) or David Forbes (david.forbes@rbc.com).

	DATES	NAME OF EVENT	DESTINATION	STATUS	HOST NAME(S)	HOST EMAIL
1	May 2	Muskoka Spring Fun Run	Muskokas	DONE	David & Anne Forbes	david.forbes@rbc.com
2	May 23-24	36 Hour Tour	Williamsport, PA	DONE	Jason Figueiredo & Matteo Bavaro	jasonfig993@gmail.com
3	May 30	Porsche of London Spring Fun Run	Grand Bend	DONE	Mike Salter	mike@porschelondon.com
4	June 5-7	Grand Turismo Tour	Pittsburgh, PA	WAITLISTED	Jason Figueiredo	jasonfig993@gmail.com
5	June 20	Bear Manor Niagara Escarpment Poker Fun Run	Grimsby	WAITLISTED	Vaughn Warrington	vwarrington@worldsourcecurities.net
6	July 4	Grand Niagara-on-the-Lake Fun Run	Niagara-on-the-Lake	WAITLISTED	Guenter Gamauf	guenterg@rogers.com
7	July 26	Ancaster Fun Run	Ancaster & Dundas	WAITLISTED	Neil Dowdell	neildowdell@hotmail.com
8	Aug. 6-9	Montebello Quebec Tour	Montebello, Tremblant & Hudson	WAITLISTED	Mike Blinn & Rick Zuccato	rjzuccato@gmail.com
9	Aug. 8	Skyway Summer Fun Run	Ancaster & Dundas	WAITLISTED	Jeremy Gunness & Tom Lussman	jeremy.gunness@itechnica.com cogito1970@hotmail.com
10	Aug. 22	Blue Mountains Fun Run	Town of the Blue Mountains	WAITLISTED	Hazel de Burgh & Don Lewtas	hazel.deburgh@gmail.com
11	Sept. 12	Porsche of London Fall Fun Run	tbc		Mike Salter	mike@porschelondon.com
12	Sept. 26	Hearth Place Fun Run & Car Show	Fenelon Falls		David & Anne Forbes	david.forbes@rbc.com
13	Oct.3	Muskoka Fall Fun Run	Muskokas	WAITLISTED	David & Anne Forbes	david.forbes@rbc.com
14	Oct.18	Fall Coastal Fun Run	Prince Edward County		Randy Gananathan & Steve Revoy	rdgananathan@gmail.com

DESCRIPTION OF UPCOMING EVENTS:

Saturday, July 4th: Grand – Niagara-on-the-Lake Fun Run

WAITLISTED

This year's Grand-NOTL Fun Run will start in the Upper Hamilton area. Our shunpiking route will take us along the Grand River, then it will wind its way across the Niagara Peninsula via some curvy, scenic, Porsche driver's roads. There will be a stop for lunch and our route will include a cruise along Lake Ontario, through Niagara-on-the-Lake and along the Niagara Parkway.

Sunday, July 26: Ancaster Fun Run

WAITLISTED

Starting at 11am and going for approximately 2 hours, the route will take us through the outskirts of Dundas and Ancaster, and west as far as Brantford. Exploring the back country, we'll experience many winding roads, elevation changes, farm country and a bit of in-town driving before arriving at a restaurant for food and libation. Limit is 18 P-Cars of any type and age!

Saturday, August 8: Skyway Summer Fun Run

WAITLISTED

The inaugural Skyway Summer Fun Run will start in picturesque Burlington and will explore the twisty back roads of Dundas and Ancaster. Two groups will follow a fun route that will make a stop for lunch and end the day with a reception at a local restaurant. It will be a day of fun driving and a great opportunity to connect with old friends and meet new ones.

Weekend of August 6 - 9: Montebello Quebec Tour

WAITLISTED

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

Saturday, August 22: Blue Mountains Fun Run

WAITLISTED

The theme of the 6th Annual Fun Run hosted by Hazel de Burgh and Don Lewtas will be "Art Appreciation". We'll meet at a location north of Toronto and will travel the scenic back roads of Caledon, Hockley, Mulmur and Clearview, and up and down the Niagara Escarpment. Following lunch, our curvy route continues through the picturesque Blue Mountains, and into a town known as "Artsburg" where we'll enjoy a mid-afternoon wine & cheese reception and prizes alongside the Beaver River.

Saturday, September 12: Porsche of London Fall Fun Run

*****OPEN*****

This year's Fall Fun Run will start at Porsche of London and then explore a picturesque route heading north. We will stop and enjoy a hearty lunch, prizes and traditional UCR camaraderie. Further details to be provided soon. Watch this space, or see UCR's website for further info.

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

*****OPEN*****

This year's Fun Run will begin with breakfast at the Hearth Place Cancer Support Centre in Oshawa. We will then travel picturesque back roads to our lunch destination at Eganridge Resort & Spa in Fenelon Falls. Our Fun Run will then loop back to Whitby for more UCR camaraderie and a Car Show for cancer patients and their families.

Saturday, October 3: Muskoka Fall Colours Fun Run

WAITLISTED

For the 7th annual Muskoka Fall Colours Fun Run, we'll meet in Bracebridge, then travel along the winding roads of Muskoka in several "Run Groups" enjoying the fall colours and lakeside views. Along the route, there will be several stops including lunch. Our route takes us past Lakes Muskoka, Joseph & Rosseau, and several Muskoka landmarks including Windemere House, High Falls and Port Carling. We'll conclude with a mid-afternoon reception in Gravenhurst.

Sunday, October 18: Fall Coastal Fun Run

*****NEW EVENT*****

This new event will explore the picturesque north shore of Lake Ontario from Newcastle to Prince Edward County. We'll follow curvy tree-lined and canopied country roads: an Autumn paradise of colour! We'll stop for a hearty harvest lunch. Your options after lunch are to stay with the group and drive back past the northern shore of Rice Lake, or to break away and explore photogenic Prince Edward County on your own. Co-hosted by Randy Gananathan and Steve Revoy. Please contact Randy Gananathan by email to register. Randy can also be reached by phone at 905-780-9670 and Steve can be reached at 905 837 8591 for further information.



TECH SESSION

Is Your Engine “Under Square” or “Over Square”?

By George O'Neill, PCAUCR Tech Editor



Sitting on my deck awhile back with my older brother and a couple of his friends, talk did not stray very far—as is often the case with this crew—from automotive subjects. Topics of special interest that evening included “over-square” and “under-square” engine designs and features of each. Opinions were flying around freely, faster than the beer cans being opened, and not all fact based. When I get together with my brother and his friends, they are not afraid to share their views, whether well informed or less-so, about anything related to cars, trucks, motorcycles, airplanes, boats, lawnmowers, chainsaws or for that matter any machine powered, or they believe should be, by an internal combustion engine. At times I get the impression they sometimes try to turn their misunderstandings into a set of new facts. But to be fair, it is easy to misunderstand “over-square” and “under-square” engine configurations. So, let’s review some facts.

Looking at the specifications for a 2014 GT3, a car I admit I have daydreamed about, the engine block has a bore of 102.0 mm and stroke of 77.5 mm. Bore, as you may already know and as the name implies, measures the diameter of a hole. So, engine bore measures the diameter of the cylindrical holes (“cylinders”) in which engine pistons slide up and down a certain precise distance. This distance is the stroke, again as the name implies. Because the engine bore in this GT3 is larger numerically than its stroke. This engine is therefore considered “over-square”.

Imagine if you sat on an empty square cardboard moving box, and the sides remained vertical and in tact yet the box expanded outward an even width on each side (impossible to physically do with cardboard, but please work with me as this is for illustrative purposes), you would be left with a shorter but wider box - i.e. it became “over square” or fatter. Contrast this with the situation when the engine bore is less than the stroke (as in current Porsche diesel and hybrid engines), the engine would be considered “under-square”. Image being able to take the same initially square moving box, gluing the bottom to the floor so it does not move and then pulling up on each side, evenly stretching the

sides to be longer than the width. This would result in the box becoming “under square” or thinner. For completeness, a third possibility occurs when the bore equals the stroke, and you guessed it, this configuration is called “square”. Subaru’s current BRZ sports car is an example since it has a flat-4 (yes, a boxer!) engine that just happens to have both an 86 mm bore and stroke.

It is important to know that bore and stroke will be constant from cylinder to cylinder within the same engine, so each engine just has one bore measurement and one stroke measurement. Although bore does not necessarily have to equal stroke, and they usually are not equal, there are cases where they are indeed equal, as we have seen with the Subaru BRZ. Bore and stroke dimensions should also remain constant over the proper operating life of the engine. If bore increases slightly because of



perhaps lack of proper engine lubrication (not enough oil in the crankcase, oil not changed frequently, oil pump not working properly, etc.), the pistons would tend to flex slightly during their travel over the stroke distance and may lead to the engine “burning oil” or to an outright mechanical failure.

Pushing a little deeper for more facts, “over-square” engines are sometimes also referred to as “short stroke” engines, because as we now know their stroke is a smaller number than their bore. Most Porsches today are of such a design since a shorter stroke engine has less forces exerted internally on the moving components (because the pistons and connecting rods are moving a shorter distance) and therefore the engine can spin up to higher revolutions per minute (RPM), the number of times the crankshaft rotates one complete revolution during each minute. In the GT3 the maximum engine speed, or redline, is 9,000 RPM, a number just a few years ago achieved only by formula racing cars and motorcycles. Attempting to keep internal engine forces low (since high forces rob power and cause durability problems) is one of the major reasons many engineers today prefer small displacement engines, and why Porsche will soon have four cylinder engines available in certain models.

“Under-square” engines are therefore also referred to as “long stroke” engines, since their stroke is a higher numerical number than their bore. In these engines forces are generally higher since the pistons and connecting rods are moving longer distances.

Hopefully you are not more confused now than at

the start. But don’t worry, even the most well meaning automotive enthusiasts sometimes get these things mixed up.

As always, submit your ideas for future tech articles to me at George@ONeillAdvisors.ca and even better consider writing your own article for us to publish. Your feedback is always welcome.



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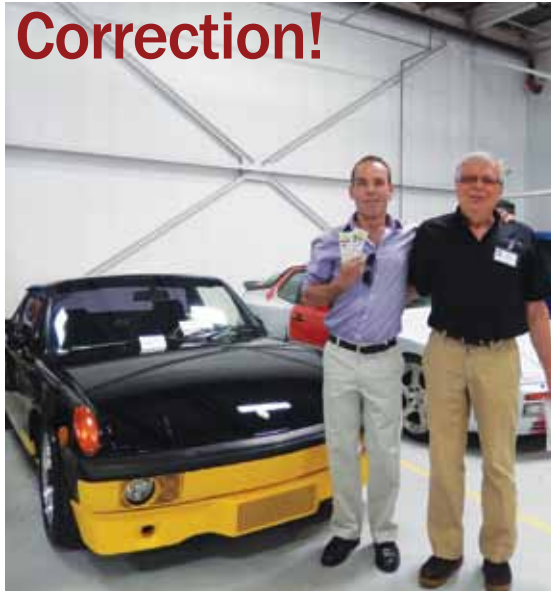
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Correction!



It's hard to believe, but we made a mistake! In last month's article reporting on the PCA Open House, we neglected to show our Show 'n Shine winner! So to give credit where it's due, here's our winner David Tip-ton with Peter Hoffman in front of Dave's magnificently presented 914. Our apologies for the oversight.

...and again!



Photos by Michael A. Coates

Even harder to believe is we made another mistake! In last month's May Social Report, we mis-identified one of our hosts in the above picture. Second from the right is actually Engineered Automotive's General Manager, Dan Pye. Once again, our apologies for the error.

Hearth Place Kicking Cancer for Kids

EVENT DATE

SUNDAY, SEPTEMBER 27, 2015

EVENT TIME

10:00 A.M.

LOCATION

CANADIAN TIRE MOTORSPORT PARK

JOIN US

*Hearth Place and Coast to Coast Against Cancer Foundation invite you to experience the leading Team Celebration Event that raises funds for children and their families living with and beyond cancer. It's **The Inside Ride!***

WHY

1 in 330 individuals will be diagnosed with a malignant disease before their 20th birthday. The treatment and cure is a 24/7 process, often over a period of 2-3 years, the effects of which can smother childhood or teen years.

Hearth Place's Trillium Grant that funded our Pediatric Cancer Family Support Program ended in 2014. Let's keep this program going! This program is designed to empower and support the whole family. Childhood cancer can be an extremely isolating disease and our goal is to support and connect families on their cancer journey. All of our programs are free of charge.

WHAT

This is a team-building event in support of a great cause, full of fun, uplifting music with a little bit of stationary cycling thrown in! Add a professional emcee and crew, combined with medals for fundraising, team spirit, team costume and team mileage. This event is sure to be memorable for years to come. Please join us! Your online registration & fundraising of \$600 per team secures your bike. Sign up with a team of six (6) and celebrate your efforts to fundraise, have fun and give back!



REGISTER or DONATE
www.hearthplace.org/insideride

With the support of our friends at **Fer-Pal**, 100% of donations will flow directly through to Hearth Place.



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Car Control Skills exercise on a skid pad with cracked corn.

TIRE RACK STREET SURVIVAL SCHOOL

Perfect conditions for learning about car control

Story & photos by Hazel de Burgh, Volunteer Coordinator & Co-Chair of the Event

In the weeks leading up to our first 2015 Tire Rack Street Survival School on May 31, there were many details to check. Review the equipment list – who is bringing each item, and do they know what they’ve been assigned to bring? Check. Review and update the meeting notes for the student, coach and volunteer meetings – do they cover our latest thinking on the learning objectives for each exercise? Check. Review the pre-event communications – do we ask students to check and fill their tires as recommended on the sticker inside their driver’s-side door? Check. Review the registration lists – do we have enough volunteers? Check. Review the forecast – do we need any extra tents? Check.

Hold on a minute though! After several weeks of summer-like temperatures, a cold front was coming through. The forecasters were predicting a high of 27°C on the day before the event, and a high of only 9°C on the day of the event, with rain. What a change! Of course the rain would provide excellent conditions for students to learn about car control skills, but a lot of people might be caught unaware! Send out a warning about the weather forecast to all students and volunteers. Check.

Despite the forecast, that didn’t dampen anyone’s spirits! A total of 62 volunteers braved the cold and wet weather to help 43 students become safer drivers at our first Tire

Rack Street Survival School of the season. 39 of these students were in our target market, with ≤10 years of driving experience.

This event was held in the northern lots of Seneca College at Finch and the 404, in a collaborative effort between the BMW Trillium Club and the Porsche Club Upper Canada Region. Trillium first brought this training to Canada in 2012, and UCR started supporting the program in 2013, initially by providing volunteers, then by supporting the planning, marketing and running of each event since then.

And what a collaborative effort it’s been! All as a community service initiative.

Volunteers from both clubs filled the roles of event organizers, coaches and general volunteers. While UCR provided the classroom instructors and chief coach,



Tom Arndt gives instructions to a student doing the Accident Avoidance exercise.

Trillium provided the course setters and tech leaders, plus most of the equipment. New for this year was a line spreader which worked very well to help students navigate the twisty combined skills course. Filling it with flour from the wet 20kg bags didn’t work so well though! Needless to say, that was a messy task.

There were a total of 8 exercises, 2 demos, 3 classroom sessions and a safety talk. A lot to organize! For each exercise, students had an in-car coach to help them learn and then practice their skills.

In the morning, after the tech inspection was complete, all wheel bolts were torqued and tire pressures were checked, students started the day in a “wake-n-brake” exercise, which gave students an opportunity to learn emergency braking. Then three introductory meetings were held: Isi Papadopolous told the students what they could expect for the day, while Martin Tekela, Chief Coach talked with the in-car coaches about their role and the learning objectives for each exercise, while I talked with the rest of the volunteers about their roles and how to support the exercises, including directing traffic, picking up cones, sweeping corn and waving flags.

Then half of the group attended the classroom, taught by UCR’s Mario Marrello and Kim Viney, who alternated with the rest of the group that was split to do the morning exercises:

- Slalom Vision: Students learned the importance of distance vision when steering.



Martin Tekela, Chief Coach, used flour in a line spreader to mark the edge of the Combined Skills exercise.

- Car Control: Students learned the difference between under and over-steer, and how to correct for both. New this year was about 400lbs of cracked corn which dramatically reduced the traction of their tires. A perfect surface to learn on!
- Accident Avoidance: Students learned how to safely manoeuvre their cars to avoid an accident. Students drove full speed towards a volunteer in the distance who waved a flag at the last moment to simulate an obstacle to be avoided, such as an oncoming vehicle in the wrong lane, an elk, or a child running after a ball. As this exercise progressed, students learned the importance of looking at where they wanted to go, rather than looking at the obstacle.

continued on page 20...

ONLY 1 EVENT LEFT!
REGISTER NOW!
OPEN TO THE PUBLIC! INCLUDES LUNCH!

DRIVER TRAINING

THAT SAVES LIVES!

A “hands-on” program targeting drivers with less than 10 years driving experience.

Go beyond traditional driver education programs; learn how to avoid an accident with in-car skills-development in a closely supervised environment!

When & Where (1 Event Left!):
Sept. 27, 2015 (Brampton)

Cost: Only \$75!

Lunch Included!

Required:
A Valid G or G2 Driver’s Licence and ANY car. (Public is welcome!)

To Register: See UCR’s website!

...continued from page 19.

- **Cornering Skills:** Students learned how to look beyond a corner when turning.

Lunch time was busy too, with two demos and a special presentation:

- **Airbag Demo:** We deployed a couple of airbags to show how much force they exert. Everyone agreed that they didn't ever want to experience such a blast in their cars!

- **Truck Demo.** We positioned 6 cars around a large transport truck and invited students to climb into the truck to see which cars they could and could not see. Without convex mirrors, the right side is aptly named the "sui-side".

- **Road Safety Presentation:** Police Constable Hugh Smith, from the Toronto Police Traffic Services Division gave an informative presentation about safety on our roads and how the laws are changing to make them safer. He talked about distracted driving, stunt driving and answered questions on rules of the road.

Then the parking lot was reconfigured for three more exercises, alternating with the final classroom sessions:

- **Combined Skills:** This exercise provided students with an opportunity to put it all together in a twisty course: including braking, car control, vision, accident avoidance and cornering skills.
- **Distracted Driving:** This exercise gave students an opportunity to learn about the dangers of texting while driving – needless to say, our volunteer team chased many cones in this exercise.



Accident Avoidance exercise: the student correctly avoided the red flag and steered towards the green flag. Subsequent runs were with only one flag to teach students to look where they want to go.

- **Figure 8 Skid Pad:** This exercise presented an added challenge to students' car control skills, and continued on cracked corn.

As the day progressed, it was great to see the students' smiles as they gained more confidence and skills. And I don't think I heard one complaint about the weather!

Registration is now open for the next SSS event on September 27th – for participants and volunteers – at the Brampton Powerade Centre. Check out UCR's Tire Rack Street Survival School webpage as follows: <http://pcaucr.org/driving/street-survival-school/>. And if you know anyone who might like to join us, as a student or a volunteer, please invite them!



Overlooking the Distracted Driving exercise at Seneca College.

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36-Hour Air, Water, Fire & Earth Tour

By Dr. Jay David PCA UCR Member, photos by Jason & Gloria Figueiredo

I feel compelled to write and share my sincere appreciation towards the hosts of the 36-Hour Tour that was held May 23-24. Having only been a PCAUCR member since May 3rd, this was my first tour. Without a doubt, it's clear that I've joined a great organization with a high caliber of talented Porsche enthusiasts.

Jason Figueiredo and Matteo Bavaro compiled the events of the tour with careful planning, drawing on their personal experiences. Quality assurance is bar none as Jason Figueiredo with his young children in tow even went on a one-day trial drive of the designated

route a few days before the tour. Jason's passion and enthusiasm for art, history, architecture, food, automobiles and overall zest for life is truly worthy of merit as a world class Porsche brand ambassador.

To simply summarize our journey is like a true-to-life social media in which you're engaged with an intimate small group of people who share the same interests and views in life. We were blessed with immaculate weather over the two-day event. Breathtaking views and high spirited Porsche style driving routes were just some of the highlights of our 36-hour Gran Turismo. Stories



Above: Preferred parking. Right: Overlooking the fireworks at the Taylor Swift Show Below: Oh! What a feeling!



shared amongst new friends over sumptuous epicurean delights were well deserved after a day of driving. We were greeted by a warm welcome at the hotel and our cars were safely parked in a designated Porsche club area, as nothing beats peace of mind and a good night's sleep.

Having long work hours at a busy medical practice certainly makes events like this a memorable one. I'm already looking forward to the next PCAUCR social and most definitely looking forward to Jason Figueiredo's and Matteo Bavaro's next event.



Porsche of London Spring Fun Run

Our Largest Fun Run Yet!

Story and photos by Mike Salter, Fun Run Host

In the early morning weekend hours, the sound of my Carrera engine on the open roads, and a coffee, are all the therapy I need. The morning of May 30th was the same, but with 58 more Porsches.

The morning was well set, thanks to the efforts of our leader, Diane Prior, and the rest of our team. This was the biggest turnout for one of our Fun Runs!

The route to Grand Bend was one of the longest, but most scenic routes I have ever seen from London. But what fun would it be if we took the everyday route? With us divided into 6 groups, we were ready. Ladies and Gentlemen, start your engines. Along the way, we had a quiz to keep the navigators entertained and challenged.

The Oakwood Inn for lunch was awesome. We enjoyed an amazing European lunch. We chatted, ate, and marked the quizzes. There was a tie for the highest score, but everyone did an amazing job. We had such a great time that when the torrential downpour started outside, no one seemed to mind.

Many thanks to the Porsche of London team, and to everyone who joined us! What a great day to be driving a Porsche!



MEMBERS' RIDES

20-Years of Collecting Porsche Cars

By Darin Reynolds UCR Member

Cars: 1985 911 Carrera, 1988 911 Carrera, 944, 914, Cayenne

I've been a member of the club on and off since I was 20. I ran the Concours event a couple years in a row when it was at Appleby College back in the 90's. I just recently returned to the club and have been enjoying reading *Provinz*. It was still in black and white last time I was current with my membership!

I like the articles in *Provinz*, especially the ones talking about member's cars because it is really tough to stop with one P-Car! That being said – my story isn't too exciting but I fell in love with the very first Porsche I ever saw when I was 7-years old and have dreamt

Porsches ever since. Got lucky and purchased my first 911T when I was 18, and had them ever since. Today, I've got an 85 and 88 Carrera, a 944, Cayenne and a 1 owner 914 that I bugged one of my high school teachers for and 29 years later, I got it. Persistence paid off!

I drive them all – they all have their own and different personalities. So nothing too exciting, but together – my collection makes a great photo! An encouragement for everyone considering another P-Car or that first Porsche! I enjoy all of them. Drive safe! Darin.



GOT A GREAT RIDE? Share it with the club

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 rdganathan@gmail.com and tell me about the car you have in mind. I look forward to hearing from you!

Randy Ganathan
Provinz Magazine
rdganathan@gmail.com

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2015 Autocross Season Update

Happy Summer everyone!

Story and photos by Mario Marrello, PCA UCR Autocross Chair

As many of the regular autocross participants are aware, we are having a late start this year. I'm writing this article just after having completed the first Street Survival School of the year, but no autocross yet. Why is that?

The Toronto Star location that we normally use for the autocross has been impacted by construction in the surrounding area. Although the construction is not directly affecting the asphalt that we run on; the construction vehicles, mud and dust that has been created has impeded our ability to reserve the location early. Therefore, our first autocross event isn't until July 26, so it's finally coming up, and coming up fast – so register now!

We've had a number of questions on registration. As with last year, the UCR autocross event has moved to using ClubRegistration.net for registration and this website is used by many regions in PCA and supports a variety of different events. In fact, we will be using ClubRegistration.net for the UCR Rally registration as well and we plan to continue using ClubRegistration.net for autocross, rally and shall include other UCR events in future. I will be interested in your feedback, both good and bad, about this system.

A key point of note is that autocross registration doesn't open until about 8 weeks before the event.



Details on how to register for autocross are provided on our website: <http://pcaucr.org/driving/autocross/autocross-registration/>. The process is similar for Rally, you just need to find the UCR Rally, scheduled for July 25.

By the time you read this, the BMW Trillium Club autocross event at CTMP is likely to have completed. I shall provide an update on that as soon as I can, so watch for it. One of the PCA mission statements is "To establish mutually cooperative relationships with other sports car clubs" and this is one event that will help us achieve that. It will provide mutual benefit to both clubs.

The autocross event dates for this year follows, reserve these in your calendars now!

- July 26
- Sep 13
- Oct 4

Any thoughts or ideas on other autocross locations would be appreciated!

Take care and drive safe,
Mario Marrello



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60th Porsche Parade

Is it really a parade of Porsches?

Story and photos by Randy D. Gananathan, *Provinz* Acting Editor

The PCA Parade, better known as “Parade” was in French Lick, Indiana last month. What is Parade? Is it really a parade of Porsches?” Yes, Parade is foremost our annual club meet, or national convention, celebrating the cars and the people that make our club so great.

The Parade name originated with parades of Porsches that began in 1955 driving to the convention and has continued 60 consecutive years! 1045 Porsches from Canada and the United States made the trip this year.

At the Concours Banquet, Mike Robbins from Central

Indiana Region was honored, celebrating his 57th consecutive year of attending Parade. Mike has attended 57 out of 60 Parades! Mike exemplifies the passion we have for our cars, the club and regional chapters. Mike’s 356 has been driven over 500,000 miles and came to Parade 2015.

The 2016 PCA Parade will be June 18-26, at Jay Peak Resort, Vermont. Stay tuned in *Provinz* and on the UCR plus PCA websites for details.



A Day at Driver's Ed

Driving CTMP's Mosport Grand Prix Circuit...backwards

Photos by Colin Hoult, UCR Member



WE'RE THE BIG WINNERS AT PARADE! Congratulations to Upper Canada Region

UCR won three awards at the 2015 PCA Parade in French Lick, Indiana. We won more awards than any other PCA Region. Congratulations and a big Thank You to everyone who helped to make UCR the biggest winner at the 2015 Parade!

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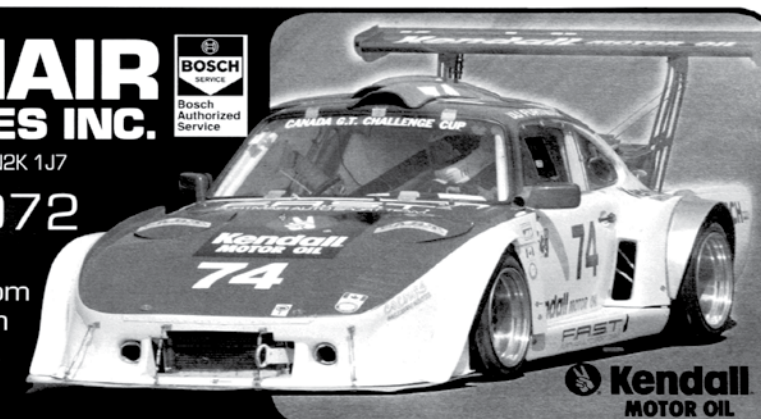
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TRACKTALK



Photo by 303 Imaging

By Dave Osborne, UCR Track Chair

So far this season we've been blessed by great weather, great attendance and some pretty amazing events. I don't see any reason to change that. July 17th, 18th & 19th is the weekend of our annual Can Am event that is hosted at our home track by NNJR. It's hard to believe that our American friends have been hosting this event with UCR since 1996 and it seems to just get better every year. There have been a few adjustments over the years as we adapt to each other's management styles, but for the most part it's been a harmonious partnership. Hosting an event in another country can also produce some challenges, as sometimes the different requirements don't align. For example UCR has been paying for the track rental the last two years as our region can use the HST tax credit and NNJR can't. For the similar reasons, starting this season, all Canadian participants must sign up through UCR so taxes are properly applied.

I don't normally write about events that have already passed by. I'm a moving forward kind of person, so revisiting something that's done never seemed like a good use of my time. The June Driven-2-Smile and DE event would have to be the exception. Each of us has been gifted with good health, good fortune and a degree of self-determination. Yet there are those among us who's circumstances leave them with more limited opportunities in life. In some cases they might be dependent on other people's care for their whole lives and require

their families to dedicate a large portion of their time and energy to a single child's care. I can't imagine the selfless dedication that it must take to care for a child or young adult that has any lifetime affliction. That we, as a Club, can use assets we already have to make someone's experience fun is rewarding to us all.

This year Jill Clements went beyond the extraordinary effort she puts on every year and brought in the largest crowd to date. She had almost 450 people registered for Driven2Smile this year and managed all of the programs that go along with those numbers. There were arts and crafts, entertainment, meals and even a soccer game going on while the groups of kids, adults and care givers waited for their group to be called to the grid. Once there, Del Bruce's management skills were put to the test as UCR's Red and Black run groups took over and provided the thrills and excitement of laps around the CTMP track. Those rides were augmented by Tow Trucks and a Fire Truck so those who were uncomfortable being separated from their care givers could participate as well. Despite a brief downpour nothing could dampen the enthusiasm and joy of that day at the track. I'm still not sure who had the biggest smiles on their faces, the kids or the UCR members. I would call that a success.

Even though the Saturday and Sunday Driver Education event had 157 entrants our Track Team proved how well they manage that program for us. Everything went smoothly and on schedule during a

jamb packed weekend of Driver Education and Social time. Saturday was capped off with our annual Track Walk where our Chief Instructor; Stephen Goodbody guided a large contingent of Drivers around the 2.5 mile Mosport course. There he helped them learn the speed secrets that are often missed in the comfort of a speeding car. I like to say that if a picture is worth a thousand words, then a Track Walk is worth a thousand laps. I think that it's truly one of the best teaching tools available to our program and well worth the time and effort to make the trek.

Our Registrar Sheri Whitlock volunteered to look after the Lucky Lunch Time Draw on Sunday which is always a popular opportunity to gather together and cheer for your friends. Sheri has worked very hard at her new Registrar position and is doing a great job for the Club. Seeing her smiling face at 7am at Registration is a great way to start a Track Day. Her enthusiasm for the DE Program is very contagious.

The one thing that this DE Event will probably be most remembered for was the reverse laps of Mosport. For some reason going the wrong way around the track has always held a fascination for some. For years I've heard stories about someone who has done it, but they were always second or third hand. I had never actually met someone who had done it. Then at the Track Walk it was mentioned to me again. I studied the rules for Parade Laps and Touring Laps and discovered no mention of which direction you had to go. We decided that as long as we could do it in a safe and controlled manner that we would give it a try.



Photo by Sabrina Solarino

I have to say that I really underestimated the enthusiasm for going the wrong way. The first couple of times I mentioned it at the Safety Meeting everyone laughed, so I think it took a few minutes for most to realize I was serious about doing it once. I thought we would end up with 20 or 30 cars and even employed a couple of follow cars to make sure no

continued on page 38...

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Photo by Charlie Croskery

...continued from page 37.

one was misbehaving at the back. The opportunity to be one of the few who had really done it was too much to turn down for most drivers. Ten minutes after the staging announcement there were cars three wide in staging and doubled up all the way to the other end of the garages. Standing on the back of my truck I could count almost 140 cars and I couldn't see the ones who were on the ramp waiting to get to the grid. There was no going back.

With lights flashing on the Pace Truck we set out onto the circuit from what is really Pit Entrance and headed into Corner 9. With all the cars being flagged out as quickly as possible it only took a couple of corners for me to realize that Mosport has the same flow in reverse as it does clockwise. The corners felt naturally linked and were very smooth to drive through as long as you concentrated on entering them the same as you would normally exit them. My biggest surprise came at Corner 5. Once I got the truck slowed down and made it through 5B I could get right on the power and build speed very quickly as the track dropped away down the

hill at 5A. Facing the steep hill at Corner 4 wasn't daunting in the least, as the big diesel, now pulling 35 pounds of boost just ate it up. I have to admit that Corner 3 is terrifying as it gets narrower and falls away going counter clockwise. Not a good feeling in a tall truck!

As I said earlier, I had underestimated the interest in doing a reverse lap of the track. When we came onto the front straight I discovered that the last cars were still being flagged onto the track. The first 20 cars behind me had to come to a standstill to let the last ones in ahead of us at Corner 9. We had achieved a two and a half mile line of Porsches moving nose to tail going around Mosport in the reverse direction! We did three safe controlled laps and then we all came in through the Pit Exit. Now when the stories get told in the paddock it will be our UCR drivers who have the bragging rights to having driven the track in reverse. It was a pretty amazing weekend.

See you trackside,
Dave



Photo by Charlie Croskery



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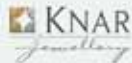


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Back at it

By Darren deRoos, UCR Member



Spring sure seemed to show up in a hurry for me this year. I hadn't done a whole lot to my 944 this winter except make plans for the maintenance work I knew had to be done before the car would see the road again. It had been half a decade since the timing belt, water pump and associated parts needed to be changed so I knew it was imminent, I just couldn't seem to pull the trigger on all the parts I required. Plus there was all the stuff I wanted to do because you might as well do it, you know, while you're in there.

I didn't exactly go about the job the right way. Usually I would buy all my parts first, and then start taking the car apart and replace as I go along. Well not this time. I figured I'd be proactive and start taking everything off the car, make my list and order everything at once. Bad idea. I tore the whole front of that motor off and made my list but realized I needed so much stuff I'd have to purchase the parts in stages. There were a lot of parts, and most of them are subject to the Porsche tax, so I had to save up for a while.

I could have probably bought some cheaper parts, but that's not how I roll. I did all my research to find out what the best parts were for each area and ordered accordingly. Some parts would come directly from Porsche, some parts would come from the USA and some could be ordered on a Canadian parts website that I use frequently.

Having an older brother that has owned two 944s meant he had all the special tools needed. Tensioner wrenches, the belt tensioning clicker, a homemade tool for holding the balance shaft pullies and best of all, his brain. My brother, Andy has done the maintenance work to numerous 944's, numerous times, and having that experience proved invaluable during this job.

Unfortunately, I have automotive ADD. I never stop thinking about the next car. Whether it's replacing my

wife's minivan, my daily driver or my 944, I am always thinking about cars, and even motorcycles. Spring came along this year and my 944 was in pieces. I got antsy. I peruse many car selling websites everyday and 911's and Boxsters started looking pretty good to me. I've also always wanted a Dakar style BMW motorcycle so I started checking them out too. Everyday I'd have to tell myself to refocus on the 944 but every sunny day we had my loyalty shifted away from my non-running garage stricken red lump.

Thank goodness for my wife and brother. They were able to shift my focus back to my front engine water-pumper. Talk of DE weekends helped me to centre my attention back to where it never should have left. I had finally pulled the trigger on the last few parts I needed and made a schedule with my brother and we got to work. Things went quickly and within a week the car was fired up and taken for it's first drive. Ahhhhhh, that's better. In that work I was able to sort through a few drive-ability issues that I was having last year with the supercharger. Now it was pulling hard and cruising well. I can't believe I let my mind wander away from my baby, but I'm sure it wont be the last time.

I have put quite a few miles on it recently and it's getting better everyday. I can't wait for our first event so I can really stretch it's legs. I'm still hoping to get it on a dyno at some point to do some more tuning and a conversation has even started about maybe getting it painted. At least now I know that all of the required maintenance is done as well as cleaning up some more of the engine bay and removing some more weight from the car. I'm so glad to be back at it.

Happy Cornering!

Darren deRoos





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By John Adam, UCR Historian

Without doubt, Parade is usually the social highlight of our year. Parade 2015 in French Lick, Indiana was outstanding. Parade committee goes all out to secure venues full of promise that create stories to retell. Unexpectedly, Parade 2015 conflicted with our schedule and so we regretfully, cancelled our registration in late May. Rosemary broke her arm and she is our designated driver since I don't drive anymore.

To get to CTMP/Mosport in June, I made some special arrangements and, as usual, members came through when asked. Greg Sachs agreed to extend his DE event registration to all three days and to act as my transportation resource. For Greg, the Friday became a work day as he assisted in our effort to give several hundred handicapped kids and their care-givers their ride around the track. Of course, all of the Red and Black Run Group volunteered their time and it is always heart-warming to see smiles on kids while drivers hold back tears.

It seems like only yesterday that our track events were getting under way. Actually, it was ... *Provinz* deadlines being what they are. We always enjoy seeing our American friends and Rennsport members taking advantage of our Mosport weekends. In fact, they like our track so much, Northern New Jersey Region sponsors a Mosport weekend in July and has been coming to CTMP/Mosport since 1974. They are back again this year and their July 17-19 three-day weekend at Mosport is something to look forward to. This is the best weekend for Green and Yellow run group drivers to book because of the abundance of instructors and track time over three days.

Just like at a buffet, the PCA smorgasbord has everything Porscheophile, nibble what you love or eat all you can.

We look forward to seeing you at upcoming events. Stop by and say "hi"



THE PORSCHE-PHILE

William F. Martin



Owning a rarity

Story and photos by: Bill & Pauline Martin, UCR Members

My first encounter with a Porsche occurred in the 1970s, when on a business trip in Germany and while traveling along the Autobahn, a white 928 screamed by me. It was love at first site.

Later on in 1980, I was fortunate to purchase a 1979 928 with a manual transmission and we embarked on a lifetime journey with Porsche. After a few months of getting used to the 928 I overheard an advertisement for A Goodyear performance driving school to be held at Mosport which I attended. Well I was so surprised as too how little I knew about advanced driving that I started inquiring about similar events.

My wife Pauline and I became members of Upper Canada region in 1980 and attended our first driver education event—we had a blast!

After a few years of participating in Driver's Ed, and other region events, there was a rumor that PCA was going to start a Club Racing Series and coincidentally I had recently purchased a very early 944 with the thought of turning it into a D.E. car. However with this Club racing in mind I converted the 944 into real race car.

Well a few of us, namely Jake Van Ginkel, Stuart Harding

and myself showed up at Mosport for the inaugural Club race and due to the poor turnout they put us on the track with the IROC Camaros, with drivers such as Ron Fellows, Scott Goodyear and Richard Spenard. It was definitely initiation by fire and luckily there were no serious mishaps. It was a hoot.

We teamed up with Stuart Harding and Ron Green and eventually we won a second place finish in the Firestone Firehawk Endurance series. I also drove the Cannonball One Lap Of America on two different occasions.

By now our racing days were finished except for being members of the pit crew for the Canadian Porsche Dealers entry in the 1987 Le Mans race in France, an event driven by Scott Goodyear, Bill Adam and Richard Spenard (at one time an owner of the Shannonville track).

In the summer of 1986 my wife and I took factory delivery of a pearl white 930 which we drove extensively through Europe prior to shipping back to Canada

In 1990 we attend the Parade in Monterey, California, where Pauline and I had a very enjoyable time with Botho Von Bose and his wife Susan, In fact, Botho gave a few pointers to Pauline to help run the Autocross.

We now enjoy attending various auto shows, where we recently took top honors with our 1987 CARRERA CABRIOLET (turbo-look) which prompted the article in the Hemmings Sports & Exotic Car magazine featured in the April 2015 Issue. We also own a 1989 911 speedster, which we show. Our daily driver is a 2014 Carrera C4S.

Our time is spent in Florida and Arizona with our summers at the cottage on Georgian Bay and we hope to be able to attend some of the Upper Canada events over the summertime.

As I'm sure you can tell, our relationship with Porsche has had a major and enjoyable impact on our lives.

Bill & Pauline Martin



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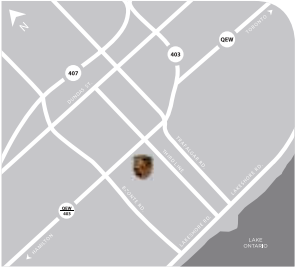
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