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

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NOVEMBER 2015
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THE JOURNAL OF
UPPER CANADA REGION OF THE
PORSCHE CLUB OF AMERICA

November 2015

CONTENTS

REGULAR REPORTS

UCR Events Calendar	6
New Members	8
Members' Anniversaries	9
September Social	11

FEATURES

2015 Hearth House Fun Run and Show & Shine	18
An Interview With Scott Hargrove	22
More Rennsport Reunion V	24
Street Survival: A Parent's Perspective	26
Hot Hot Hot! 2015 Concours	28
Destination: PCA HQ	34
The Porsche Of London Fall Fun Run	38

COMING EVENTS

Election Notice – 2016 UCR Board	7
Social Events	10
Fun Runs, Rambles & Tours	12
2015 Annual Banquet	17

COLUMNS

President's Forum	4
Drivers Seat	5
The Way We Were	7
Tech Session	14
Track Talk	36
Peripheral Vision	42

DATA

UCR Contacts	44
Tech Centres	45
Ad Index	46



Cover: LeMans-winning 919 Hybrid at Rennsport '15.
Photo by Provinz Editor Randy Gananathan. Story on Page 24.



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PRESIDENT'S FORUM



By Mike Bryan, UCR President

Yes, it's election time again. No, not that election, but UCR's annual election of its board of directors. It's the annual event that introduces some new blood to mix with that

of experienced board members standing for a further term. Here's how it happens:

The UCR board of directors comprises a President, Vice President, Treasurer, Secretary, Past President and five Directors. No-one can serve as President for more than two one-year consecutive terms and no-one can serve as a Director for more than three one-year consecutive terms. This ensures annual changes in the board's composition that create space for volunteers wanting to take part in the running of their club by giving back to it with their energy and ideas. It also helps in attracting new board members, because they can see that the term limits will allow them to move on within a reasonable time.

The election process begins with current eligible board members stating their wish to stand again, change their position or stand down. A Nominating Committee comprising the President, the immediate Past President, one Director and two UCR members-at-large, is established to nominate candidates for the vacant and incumbent positions. The Nominating Committee members solicit recommendations from members wishing to stand for election or to recommend other members for nomination. The committee considers the needs of the board in terms of skills and experience, making its nominations based on these factors, plus the enthusiasm and commitment that are essential to the success of this small volunteer team.

This year we have a number of board members stepping down and creating vacancies. The Nominating Committee has been successful in identifying qualified volunteers to fill the vacant roles and has announced its slate for the 2016 UCR board of directors that take effect on December 1. You can see the details further on in this issue of Provinz and on our web site. If there is no more than one candidate for each position, there will be no need for a formal vote, but simply an acclamation and this will be done at a meeting of the members prior to our Annual Banquet.

Talking of the Annual Banquet, if you haven't registered yet, I hope you will do so today and join us at this

fun event at the Islington Golf Club on November 14. As I told a new member who wrote to introduce himself today, it's not a stuffy affair; we're there to enjoy ourselves and celebrate another fun-filled year with our Porsches and our Porsche friends. In addition to our keynote speaker, Canadian racing legend, Kees Nierop and our friends from Porsche Cars Canada with the latest Porsche news, we are also honoured to welcome our PCA National President, Caren Cooper. Caren will not only present us with our Region of the Year Award that was announced in June at Porsche Parade, but she'll say a few words about PCA and its continuing success. So, great dinner, great speakers, great location, great company and amazing value at just \$50pp. I look forward to seeing you there.

I know I write a lot about the fun we have as UCR members at our many and varied events, but I'd like to emphasize that it's not just our fun, but the fun we give to others at our community support events. During one October weekend about 60 members joined our annual Hearth Place Fun Run. I really don't know who got the most pleasure from this event – our members who enjoyed such warm and friendly hospitality from the wonderful people who run this amazing cancer support center, or the Hearth Place staff themselves. They are so gracious and appreciative of the awareness we raise for Hearth Place and for us bringing pleasure to children with cancer by displaying our cars and letting them sit in them.

The next day over 40 UCR volunteers worked with our friends at the BMW Club Trillium Chapter to improve the driving skills of young people with the Tire Rack Street Survival School program. By the end of the day there were 43 young people who knew so much more about their own limits as well as those of their car. There were a lot of happy and grateful parents, too. But it was seeing their pleasure at their accomplishment that gave our volunteers that warm fuzzy feeling.

Keep your eyes up and drive safely

Mike
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

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DRIVER'S SEAT



Randy Gananathan, *Provinz* Editor

The German word Rennsport simply means motor racing. I made it to my first Rennsport Reunion! Was one among a sea of Porscheophiles standing in awe of the massive gathering of all types of Porsches, completely open

jawed and speechless at the sight, in a Haj-like religious gathering of the faithful driving the best there is, be it a 60+ year old Pre-A or the newest hybrid 918! We were all gathered to feast our eyes and ears, to take-in the sights and sounds of Porsches at their best. The echoing blare of the PA system announces the start of rennreifen spinning and nothing beats the thrill of watching those Porsche rennreiters going around the rennpiste! Renn, renn, renn... Zuffenhausen was emptied because we mingled with so many Porsche legends and so many special museum treasures brought across for us to enjoy. A must do, at least once in the life of a PCA member.

Dan Proudfoot, a long time UCR member and renown track reporter was there and he captures the Canadian connection at Rennsport in this issue. Other UCR members drove all the way to Monterey, California from the GTA and we'll hear about their adventures in future issues. This saves yours truly from the detailed report promised in the last issue.

And just in time for our snowbird members, the Varela family began advertising their Pompano Beach based Porsche certified facility in this issue, that has provided 37-years of trusted Porsche service in south-east Florida. Here's a repair facility run by Bob and his sons that returns or shows all replaced parts, even if you didn't ask for it. A trustworthy shop, if your P-car needs help when you are down in Florida.

Our UCR Concours, the largest in recent years, the two fun runs in September, our Hearth Place charity event and street survival training are all written about in this issue for you reading enjoyment and hopefully, your participation in many events in 2016. Our new format UCR calendar on page 6 lists a full year plus of events to choose from and plan ahead.

Did I see a special Canadian at Rennsport? Revealed in next month's issue...

Randy

Randy D. Gananathan
Editor-in-Chief

Write to me about everything: editor@pcaucr.org



2015 & 2016 CALENDAR OF UCR EVENTS

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

2016

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

Election Notice



2016 UCR Board of Directors

In keeping with The Porsche Club of America, Upper Canada Region by-laws, nominations for the 2016 UCR Board closed at midnight October 15, 2015. Since no other nominations were received from the general membership, the following slate put forth by the Nominating Committee is hereby acclaimed to take office as of Dec 1, 2015:

President	Mike Bryan
Vice President	Kathleen Wong
Treasurer	Michael Pohlmann
Secretary	Foster Zanutto
Directors at Large	
Tom Arndt	Hazel de Burgh
Mark Holman	Peter Oakes
Gregory Sachs	

THE WAY WE WERE...

25 Years Ago

The DE season had wound down. Potomac Region had a Green Group classroom session at weekend track events – which we copied. New people were to be elected to manage UCR, lead by the elder **Phil White**. We were leaning on **George Barbu** to print a December colour cover – gratis. UCR had grown to be eleventh largest Region with growth of 17%. **Tom** and **Cynthia Brown** joined, as did **Mike Tamblyn**. **Auguste Lecourt** spoke about performance mods. Socials were held at Kobi's, near 427 and Dundas. For timely updates on UCR events, we posted our telephone hotline number – an answering machine. Chief Instructor **Howard Dexter** reported that **Stephen Goodbody** and **Uli Furtmair** had developed into fast drivers – yup, they sure have.

20 Years Ago

Ken Jensen did a “minute by minute” review of the Jensen's trip to Parade in Portland, OR, a journey of 7,056 miles = 11,290 km. The team of **Andy Wright** and **Ian John** were planning a multi-event weekend at Pillar and Post. UCR had grown to 1,000 primary members. The Concours was reviewed. It was held at Appleby College and included a picnic basket contest. **Mike Tamblyn** was passing the Chief Instructor mantle to **Stephen Goodbody**. Mike just reappeared after a 14-year hiatus. Welcome back. **Super Dave Osborne** wrote about his four years in DE. The article could easily be freshened and reprinted by simply adding 20 years to the age of his 928.

15 Years Ago

Editor **Paula Sellner** said that we had hosted some troubled teens at Mosport for a lunchtime ride and presented them with backpacks. Aided by the Rotary Club, the kids had a fabulous outing. I remember it well. **Theresa John** was organizing the Awards Banquet in Burlington. **Mike Acerra** reminded us of a DE day at Mosport when the fog was so thick that we scrubbed all the Saturday runs around 2 o'clock. We published the names and pictures of Appleby College Concours winners, chaired by **Barry McKee**.

Contributed by John Adam, UCR Historian

NEW MEMBERS

Welcome!



Name	Location	Model	Thanks To
Ricky Abdool	North York	14-Cayenne	Downtown Porsche
Mihai Andruseac	London	90-911 C2	
Hamdi Ashour	Oakville	09-Cayenne GTS	
Ali Behnam	Oakville	02-911	Mantis Racing
Miriam Bernacer	Markham	16-Macan S	Downtown Porsche
Pawel Celinski	Mississauga	13-Cayenne	Downtown Porsche
Ching Man Chan	Markham	16-Macan S	Downtown Porsche
Cheung-Ying Chan	Richmond Hill	16-Cayman	Downtown Porsche
Dixon Lap Chun Chan	Toronto	16-Cayman GT4	
Susanna Chen	Toronto	16-Macan T	Downtown Porsche
Dandan Chen	Scarborough	16-Macan S	Downtown Porsche
Daniel Child	Oakville	90-911 C4	
Hyoung Won Choi	Oakville	16-Cayenne	Downtown Porsche
Eric Dugas	Toronto	00-911	
Craig Emond	Toronto	16-Macan S	Downtown Porsche
Tim Fong	Toronto	16-Panamera GTS	
Paul Fredricks & Victoria Foley	Toronto	16-911 T	Downtown Porsche
Mitch Goldstein	Toronto	16-Macan S	Downtown Porsche
Matthew Goddard	Toronto	16-Macan S	Downtown Porsche
ZhiMing Guan	Aurora	16-Cayenne	Downtown Porsche
Stacey Hatch	Bloomfield	09-911	Downtown Porsche
Ken Hur	Toronto	16-Macan S	Downtown Porsche
Terry Huston	North Bay	06-Cayman S	
Stephen & Leslie Jamieson	Freelton	77-911	Concours
Robin Johnston	Kincardine	08-911 C4S	
Dan Kandilas	Hamilton	82-911 SC	Mantis Racing
David Lee	Markham	16-Macan S	Downtown Porsche
Hua Li	Toronto	15-Cayenne	Downtown Porsche
XiaoHui Li	Toronto	16-Cayenne	Downtown Porsche
PeiLing Lian	Toronto	16-Macan S	Downtown Porsche
Jesse Mahal	Mississauga	10-911 GT3	
Rami Mozes	Toronto	16-911	Downtown Porsche
Thomas Muir	Toronto	16-Macan S	Downtown Porsche
John Novachis	Toronto	16-Macan S	Downtown Porsche
Frank Porco	Mississauga	14-911	Downtown Porsche
Carolyn Rowney	Toronto	16-Cayman	Downtown Porsche
Sulaiman Sadruddin	Toronto	14-Boxster S	Downtown Porsche
Carol Santamavra	Toronto	15-Boxster	Downtown Porsche
Philippe Sarfati	Toronto	15-911	Downtown Porsche
Logan Sattkurunathan	Markham	16-Cayenne S	Downtown Porsche
Bill & Kate Sault	Burlington	11-911 C4S	
Paula Sellner & Colin Hillcoat	Waterloo	74-911	Gary Downer
Ashu Sharma	Richmond Hill	12-Panamera 4S	Downtown Porsche
Yi Lun Shi	Markham	04-911 GT3	
Jeffery Shore	Toronto	16-Macan S	Downtown Porsche
Paul Smith	Etobicoke	85-911	Michael Pohlmann
Evan Sorensen	Hamilton	02-911	Mantis Racing
Marc St. Onge	Toronto	15-911	Downtown Porsche
Mersija Stefanovic	Etobicoke	16-Macan S	Downtown Porsche

Name	Location	Model	Thanks To
John Sudnikowicz	Brampton	87-928 S4	
Zhibai Tang	Toronto	01-911	
Angelo Tsang	Markham	02-Boxster S	
Shu Wang	Whitby	14-Cayenne	Downtown Porsche
Peter Wehmeyer	Hamilton	15-911 GT3	
Rui Mei Wei	Scarborough	16-Cayenne D	Downtown Porsche
Jin Lan Weng	Richmond Hill	16-Cayenne GTS	Downtown Porsche
Barry Wilson	Thornhill	16-911	Downtown Porsche
Edward Wojs	Toronto	16-Macan S	Downtown Porsche
Andy Wong	Toronto	15-Macan S	
Simon Wong	Richmond Hill	16-Macan S	Downtown Porsche
Shang Sui Wu	Richmond Hill	16-Macan S	Downtown Porsche
Ming Cheng Xie	St. Catharines	15-Cayenne	Downtown Porsche
WenXin Xu	Richmond Hill	16-Macan S	Downtown Porsche
Sam Xu	Windsor	16-Macan S	
Xuan Zhang	Ottawa	16-Macan S	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

25 YEARS
Jackson Wang

15 YEARS
Abbey Densmore

5 YEARS
Jeff & Alison Cope
Robert Eberschlag & Kerri Dawson
Keith Fansett
Craig Gardner

Ron & Rosina Johnston
Adrian McInerney
Ricardo Nichols
John Noble & Jennifer Back
Josephine Sarne
William Smith
Reynold Unwin

20 YEARS
Robert Magro
Bob Smith

10 YEARS
Nick & Sonia Lee

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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 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. 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

2015 ANNUAL BANQUET

Date: Saturday November 14, 2015 6:00-10:00pm

6:00pm: Reception & cocktail hour (cash bar)

7:00pm: Three-course dinner with three entrée choices

Location: Islington Golf Club, 45 Riverbank Drive, Toronto, ON M9A 5B8

<http://www.islingtongolfclub.com>

Our celebration of another great year with our Porsches and club friends. We're going to do it in style at our UCR Annual Banquet coming up on Saturday, November 14th. You'll enjoy a fabulous dinner with all the trimmings and you're going to be entertained by our outstanding guest speaker, Kees Nierop, the top Canadian professional racing driver and Porsche promoter. Believe me, whether or not you're a racing fan, Kees will enthrall you with his stories, insight and reflections on the fascinating experiences of his action-packed and thrilling life. This is all going to take place at the sumptuous Islington Golf Club in Etobicoke – an easy location to reach, with plenty of free parking and a wonderful setting in which to hold this major UCR event. And...drum roll please... you get all this for just \$50.00 per person including gratuities and tax.

Space is limited, so register now at www.clubregistration.net

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

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@ucr pca.org



OCTOBER SOCIAL

By Martin Tekela, UCR Socials Co-Chair, Photos by Kathleen Wong, UCR Vice President

UCR Oktoberfest Social

Seventy members and guests attended the UCR social held at The Musket Restaurant on October 13, 2015. Most dined on one of two choices of schnitzel, several members with big eyes tried to tackle the enormous BBQ pork hock, while the more health conscious chose the European sea bass entrée.

We enjoyed traditional German Oktoberfest music throughout the evening, thanks to the efforts of Hazel de Burgh in compiling this playlist on her iPod and to Mario Marrello for his assistance in making the iPod compatible with UCR's portable PA/sound system.

Eight UCR members bravely took on our challenge of wearing traditional Oktoberfest attire of Lederhosen and Dirndl. Based on attendees' applause, Ken Jensen beat out Michael Pohlmann by a "knee or two" to win the best dressed male award, while Kathrin Menge edged out Sussi Jensen for the best dressed women award in her gorgeous Dirndl. Mike Bryan won an honorable mention for his best cross-dressed character that resembled Gretel with Lederhosen.



Lilly Kurnik won the trivia question award with her answer that the first Oktoberfest was held in 1810, as a wedding feast honouring the marriage of Bavarian King Ludwig and Therese Charlotte Luise of Saxony-Hildburghausen. In true Oktoberfest tradition, Hazel de Burgh and Anna Marrello led the audience in a Chicken Dance and most attendees stood up around their tables and followed these dance routines.

UCR President Mike Bryan reminded the audience about the upcoming Gala which will be held at the Islington Golf & Country Club on Saturday, November 14, 2015. This gala will replace our regular monthly social in November, so please register today through ClubRegistration.net. The cost per person is only \$50.00 for a three course meal and a glass of wine.



FUN RUNS, RAMBLES & TOURS

Developments in 2015 & Plans for 2016

Photo by Hazel de Burgh

By Hazel de Burgh, UCR Fun Run Co-Chair

Our 2015 Fun Run program has been one of the busiest seasons ever! I hope you had a chance to join in on the fun. I'll give you the year-end wrap-up in the December issue of *Provinz*. For now, I want to focus on some of the developments we made for 2015, and to provide you with some thoughts and an opportunity to provide input regarding next year's program.

- We introduced two different types of events to UCR's Fun Run calendar for 2015: Rambles and Tours. For those of you who missed them, we had 2 Rambles (on August 22 to the Blue Mountains and on October 18 to Prince Edward County) and 3 Tours (in May to Williamsport PA, in June to Pittsburgh PA and in August to Montebello QC), in addition to 10 Fun Runs from May to October.
Plans for 2016: Most of our hosts from 2015 have already started planning for 2016, and there are a few members who have contacted me about events they're considering hosting for 2016, so watch this space, and check out UCR's Fun Runs, Rambles & Tours list on the website! If you have any feedback about our 2015 events, let me know.
- We developed a Host Toolbox to simplify the process of being a host, with guidance for picking a route including the use of an online tool: plot-a-route.com, an event planning checklist, some sample communications, a budget template, a template for the route instructions and some articles from PCA National about being a host – and we had 6 new hosts in 2015.
Plans for 2016: If you're thinking about hosting in 2016, now would be a great time to start talking about it, with me or with any of our hosts from 2015. My contact info is below, and the contact info for all of our 2015 hosts is on UCR's website and in prior issues of *Provinz*. It would be great to have a winter Fun Run for members like me who continue to enjoy their Porsches in the winter.
- Two of our events for 2015 used an automated registration system, ClubRegistration.net, which vastly simplified the registration process for hosts and for members. The Muskoka Summer Fun Run on August 15 and the Fall Coastal Ramble on October 18. This registration website was designed by PCA, and our local Fun Run Program registrars are Mario Marrello and Jeremy Gunness.
Plans for 2016: For all new Fun Runs, Rambles and Tours, building on the success of 2015, we plan to use ClubReg for registration purposes, while continuing to use email for event-related communications

between hosts and participants. Let me know if you have any feedback about the use of this system.

- We improved our marketing and electronic communications to better inform our members regarding our 2015 events. Thanks to the support of UCR's webmaster Ken Jensen, we added information to our website to better describe our events so members would know what to expect. We also updated the website to identify when events were waitlisted and we sent eBlasts to inform members as new events were announced. Plus of course we included short descriptions about our upcoming events in each issue of *Provinz* magazine.

Plans for 2016: Going forward, we plan to continue announcing new events via UCR's monthly eBlast; UCR's website will include the full list of available and waitlisted events; and *Provinz* will include short descriptions about upcoming events. If you have any feedback on our Fun Run Program communications, or if you'd like to get involved by managing any or all aspects of our pre-event communications, just let me know!

- We improved our post-event communications with articles and photos appearing in *Provinz* after each of our events, some of which were written by event hosts, and many were written by participants. See pages 18 and 38 for write-ups and photos from the two Fun Runs in September: the Porsche of London Fall Fun Run and the Hearth Place Fun Run & Car Show.

Plans for 2016: Based on the popularity of our 2015 Program, I can only assume that the post-event write-ups are of interest. Drop me a line and let me know whether this is a correct assumption or not.

I hope to hear from many of you soon, regarding any of the points above or about any other aspect of our Fun Run Program for 2016.

I can be reached at: hazel.deburgh@gmail.com or phone me at: 416 558 2929.

Meanwhile, enjoy the rest of the season with your Porsche, and I hope to see many of you at the Annual Banquet on Nov 14.



Photo by Gloria Figueiredo



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TECH SESSION

Porsche SUV Power Distribution

By Dirk Dunschede, Porsche Certified Tech, Porsche Centre Oakville.



We all remember that first time it happened. You looked outside, the snow had painted everything clean and white and soft, and whether it was due to a need or a desire, wanted or unwanted, you buckled into your chariot and headed out into the fluffiness. The snow made the roads quiet and everything seemed perfect, until it happened. The tires lost grip, the vehicle careened in an undesired direction, and your heart tried to escape your chest through your throat.

Now although this could happen to you in any vehicle, the outcome might be vastly different in a Porsche Cayenne with its four-wheel drive. The Cayenne was Porsche's answer to consumers after coming to the realization that the vast majority of Porsche sports car owners also had an SUV of some sort in the stable, so in 2003 they branched out from being a sports car manufacturer and launched the Cayenne S and Cayenne Turbo. Although they were looked at with great skepticism at first and even down upon by purists, the



George O'Neill
Technical Editor

Tech Editor's Note: Dirk Dunschede is a Canadian Red Seal Technician and a Porsche Gold Certified Technician with over 20-years of Porsche experience working with Porsche dealers and race teams in Canada and USA. Porsche AG manages a worldwide certification program for technicians. The goal is to ensure the highest level of knowledge and expertise through a wide range of Porsche training courses leading up to the highest Gold level where the technician has mastered most if not all of the programs offered and is globally recognized. To qualify for Gold Certification, a technician must successfully complete Bronze testing, Silver level testing and hands on test, maintain certification through quarterly courses and online testing and complete the Gold exam and hands on test to identify and repair multiple hidden problems within a time limitation under the scrutiny of a Porsche Cars of Canada or North America Official.

Remember, as always we're looking for new technical articles so please contact me and submit yours to: George@ONeillAdvisors.ca

Cayenne soon proved its ability and now stands as the brand's largest volume model.

The overall concept for transfer of power to the wheels in the Cayenne has not drastically changed over the years. What started out as standard on all models was an electronically controlled front/rear differential with a basic ratio of 38% to 62% mated to either a 6 speed manual or 6 speed Tiptronic transmission. This transfer gearbox also had an integral reduction gear and transmitted the power to the front axle without a mechanical differential lock. In simpler terms that meant that the Cayenne had a tendency to drive like a rear wheel drive vehicle under normal operation, but gave the driver the benefit of the pull of the front wheels under slipping conditions, and full off road capability by way of the toggle switch in the center console, including a low range, or alternately full front/rear differential and or rear differential lock by continued activation of the advanced off-road equipment package.

Now Porsche historically has been no stranger to four wheel drive, when Ferdinand Porsche was only 25 year old, he designed a four wheel drive electric car for the young truck company Lohner in 1900. Many years later, in 1986 the legendary 959 would go on to establish Porsche as a leader in advanced four wheel drive systems, and supply the manufacturer with drive train technology they would use for decades after. What originally made the Cayenne unique from the conventional sports cars and viscous coupling systems of the day, which used heat and friction to increase the pressure on clutches, was the electrically controlled clutch



pack in the transfer case. As the demand for front power transfer increased, the servo actuator turned a worm gear which pushed balls up a ramp against the clutches increasing the pressure on them and increasing the drive output to the front axle.

Later models evolved to the PTM Porsche Traction Management all-wheel drive system, which realized the loss of the gear reduction in an effort to reduce the ever important weight of the drive system. Considering the vast majority of Cayennes only saw the gear reduction switch used during a service visit to confirm operation, it was likely that no one noticed.

Now the 39kg weight savings along with electronically and map controlled transfer case let the Cayenne handle and drive much like a sports car, without sacrificing the legendary off-road ability that no one ever used. By 2011 the PTM system had integrated some of the other systems on the vehicle such as Automatic brake differential and Anti slip regulation, thus giving it the ability to have a fully variable distribution between the full time rear axle and the front axle. Using additional software the system could monitor other vehicle parameters such as wheel speed sensors, steering wheel angle, axial and lateral acceleration and throttle input and even though there was no acronym for Porsche crystal ball, it could actually predict potential wheel slip and prevent it by diverting torque to the wheels without slip. Up to 100% of traction could be redirected away from the slipping axle if need be. If one rear wheel slipped, power could go to the other side, and some to the front, then along with some ABS

continued on page 16...



...continued from page 15.

input the other three wheels with traction would do the work. If both rear wheels were slipping, then the front axle received all the power. All of this action though, happened so quickly that in a real world situation, this meant that before you even noticed that your rear wheels were spinning, the vehicle had already diverted power to the front wheels, helping pull you out of a potentially disastrous event.

In the current Cayenne models, we see the same PTM system mated to an 8 speed tiptronic transmissions in the Cayenne, Cayenne S, and Cayenne turbo. The Cayenne Diesel and Hybrid variants are the exception to the rule, with a modified version of the familiar

locking differential with a set torque split of 42 and 58 percent front and rear basic distribution. This system is better suited for the economy modes these cars are geared towards, but still offer the response and performance Porsche owners expect. The level of comfort and control one can feel power sliding through turns in a Cayenne Diesel on an ice track with 3mm studs is not what you'd expect of a 3000kg vehicle, but it is what you would expect of a Porsche, so I guess if that first time my tires attempted to defy the laws of physics in cold weather had been in my Cayenne and not a 1980 Corolla, my heart might not have tried freeing itself of my chest.







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2015 ANNUAL BANQUET

Our celebration of another great year with our Porsches and club friends. We're going to do it in style at our UCR Annual Banquet coming up on Saturday, November 14th. You'll enjoy a fabulous dinner with all the trimmings and you're going to be entertained by our outstanding guest speaker, Kees Nierop, the top Canadian professional racing driver and Porsche promoter. Believe me, whether or not you're a racing fan, Kees will enthrall you with his stories, insight and reflections on the fascinating experiences of his action-packed and thrilling life. This is all going to take place at the sumptuous Islington Golf Club in Etobicoke - an easy location to reach, with plenty of free parking and a wonderful setting in which to hold this major UCR event. And...drum roll please... you get all this for just \$50.00 per person including gratuities and tax. Space is limited, so register now at www.clubregistration.net

Date: Saturday November 14, 2015 6:00pm-10:00pm
6:00pm – Reception & cocktail hour (cash bar)
7:00pm – Three-course dinner with three entrée choices. Please pick one below.

Location: Islington Golf Club, 45 Riverbank Drive, Islington, Ontario M9A 5B8. It is near Hwy 427 and Dundas Street West.
http://www.islingtongolfclub.com/Contact_Us.aspx

Cost: \$50.00 per person.
Enquiries: socials@pcaucr.org Please advise if you prefer specific seat arrangements.

Three Course Dinner Menu – Please pick one of the three entrée choices below		
1.	Soup	Honey-Roasted Butternut Squash Soup
2.	Entrée Choices	Entrée accompanied by horseradish scalloped potatoes and medley of seasonal vegetables. A glass of red or white wine will be served at dinner.
	Choice 1	Seared Medallions Alberta Beef Cremini Mushroom and Sweet Garlic Sauce
	Choice 2	Atlantic Salmon Fillet and Charred Tiger Shrimps Pernod and Chive Butter
	Choice 3	Grilled and Roasted Vegetable Strudel Petite Herb Salad, Glazed Asparagus, and Goat's Cheese Gratinée
3.	Dessert	Bourbon Vanilla Crème Brûlée Fresh Raspberries and Armenian Pistachio Biscotti Coffee and Tea
<div><p>Porsche factory race car 959 displayed in the Porsche Museum at Stuttgart, Germany. Photo courtesy: Michael Pohlmann</p></div> <div><p>Guest Speaker: Kees Nierop is a professional race car driver and he has been promoting Porsches for 30 years. He is most noted for winning the 1983 12 Hours of Sebring race driving a Porsche 934. Kees was a Porsche factory driver at LeMans France and also at Daytona Beach, driving the racing version of the legendary Porsche 959.</p><p>Kees is also credited with being the only Canadian to have his name on a Porsche factory race car, which is displayed in the Porsche Museum located in Stuttgart, Germany.</p><p>Kees retired in 2011 from competitive racing and has since been a full-time driving instructor at Porsche Sport Driving School, Porsche USA and Porsche Canada events.</p></div>		

2015 Hearth Place Fun Run and Show & Shine



By Irena Kropman, Event Coordinator, Hearth Place Cancer Support Centre, Oshawa

On Saturday, September 26th, forty-five PCA UCR members were welcomed into the Hearth Place Cancer Support Centre in Oshawa, to kick off their 2nd Annual Hearth Place Fun Run and Show & Shine. Participants received a wonderful continental breakfast and had the chance to tour the facility, meet the staff, board and volunteers, and learn what it is that Hearth Place does in the community.

The weather was gorgeous, and we had warmth and sunshine – a perfect day for a drive through the beautiful back roads of Durham Region, Brock Township and the Kawartha Lakes.

Lunch, at the Eganridge Inn & Country Club in Fenelon Falls, was a chance for everyone to regroup and enjoy wonderful company and conversations, while admiring the view of picturesque Sturgeon Lake.

The Fun Run continued after lunch, making its way back south to the final destination, The Royal Oak Bar & Grill in northern Whitby. There, UCR participants graciously put on a Show & Shine for members of Hearth Place and their families. One child even got to have a quick spin in one of the cars, which made the day!

Hearth Place members and staff enjoyed viewing the variety of Porsche models that were present and meeting their wonderful owners. Both UCR and Hearth Place members felt it was a great way to end the day! To view photos from the event, please visit us at www.hearthplace.org/porsche - the password is "UCR".

A Little About Hearth Place Cancer Support Centre

Hearth Place is about comfort, about healing, about companioning people in their journey with cancer. It is about hope and it is most assuredly about living. Hearth Place is a support centre where cancer patients



Welcome to Hearth Place.

and their families, both young and old, can come and share their experiences, find resources and discover new ways to care for themselves and each other. It is the only cancer support centre in Durham Region, and it services many outside the region as well. All programs and services are provided free of charge and are available to both the person diagnosed with cancer as well as their loved ones.

The staff of Hearth Place greatly appreciates the opportunity to share what we do with PCA UCR and



Mike Bryan, president, addressing the group before we depart.



UCR members visiting Hearth Place.



David Forbes saying a few words.



Enjoying lunch at Eganridge Resort & Spa.

thanks all Fun Run participants for attending. With the support and care received, Hearth Place will continue to provide families impacted by cancer the Hope, Encouragement, Acceptance, Reassurance, Trust, and Help for which Hearth Place stands.

Plans are already underway for next year's 3rd Annual Hearth Place Fun Run and Show & Shine. Be sure to put it on your calendar!



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SCOTT HARGROVE

Up and Coming Canadian Race Driver

Interview and photos by By David Walker, UCR Member

This story actually begins before Scott was even born. In the early nineties, when I lived in Calgary, I visited Vancouver for the Indy car race. I was fortunate enough to be invited to the Shell hospitality suite and got chatting with a fellow, Jim Hargrove. It turned out we had a mutual friend in Ottawa who was the best man at Jim's wedding! Our mutual friend emailed me in 2014 to say that Jim's son Scott was racing in the Ultra 94 Porsche GT3 Cup Canada by Michelin and did I want to come to Canadian Tire Motorsport Park and see Jim again and watch his son race.

Not only did I go but Scott put the Porsche on the pole and won the race - making the pass for the lead right in front of us! Scott went on to win the 2014 championship with six wins in the 10 races. He returned this year with Open Road Racing's Porsche but missed the first two races making this year's championship a long shot. Scott has won five of the six races he was able to enter this season.

I conducted the following interview just before the penultimate race of the series.

DW: How did you get started in racing?

SH: As you know my Dad, he is quite the motorsport enthusiast. When I was growing up I was always around racing whether it be Formula 1 on TV in the morning or ALMS or

Gran Am or Indy Car or even some NASCAR sometimes. It was always constantly on TV. In the early 2000s my Dad got his sports car licence and we were at the BC road racing races and Mission locally. Watching him, I started bugging him that this was really cool and I wanted to get into racing.

I found out about go-karting and at what seemed to me to be a young age starting out at 13, it turned out to be quite late compared with most of the guys I started racing against who started out at eight or nine and younger sometimes. I started in 2008 and one thing led to another. I ended up in cars and raced closed wheel and open wheel all the way up to Indy Lights on the open wheel side so lots of different things and lots of fun.

DW: That is a little about your progress of the last couple of years. I understand that last year was not only your rookie season for the Ultra 94 Porsche GT3 Cup Canada by Michelin but it was the first time you had been in a Porsche. Is that correct?

SH: First time ever in a Porsche - yeah behind the wheel obviously. I had sat in one and been in the passenger seat but the first time I ever drove one was on a race track - a pretty cool experience. It feels like a video game the first time you get in the car. I've driven Porsches in the simulator all my life but when you get behind the wheel this is the real thing but

still feels like a video game to me. Going out and having fun and adapting my mind set from open-wheeled race cars to more of a sports car way of driving, is almost like slowing things down to speed up. If you drive a sports car like a formula car you will end up burning the tires off in about three laps. You just slow things down and make sure you take care of the car and take care of the tires.

DW: How do you take care of the tires?

SH: Well you can't slide the car so drifting is a no-no. You got to make sure you don't lock up the tires. Be precise with your inputs



actually a really cool experience and I gained connections there that will help me through my whole career.

DW: What kind of things did you do at the Porsche Academy?

SH: It's a closely guarded secret! {Laughs} No it's really good. They do media training, the psychological part of it, and go into theoretical and actual on track performance. They evaluate it all but they don't compare you. You're number one, you're number two, they are just watching. At the end of the weekend you get a phone call to tell you how you did. It's a cool

thing to do and like I said it's not a race, not a competition, you are just there to show them what you can do.

DW: I wanted to ask you what do you see as your future racing career. As race fans we always like to cheer Canadians so what are your immediate and long term goals?

SH: My immediate goals are a little flexible as it depends on what opportunities I get. In the broader sense, it is to become a professional race car driver. In the long term, I want to be in every series I can and win as much as I can - Le Mans in a Porsche, ideally, the 919 would be amazing or here at home in North America in the Tudor series or IndyCar, Indy 500, who knows, Formula 1. You never know what will happen. I want to do it all and win it all.

DW: Well that's the best goal of all.

SH: You bet!

DW: As my last question, I heard that Porsche lent you a car last year.

SH: Yes - their mistake! {Laughs}

DW: Did you get a few tickets?

SH: No, no tickets but got pulled over a couple of times.

Why is this young guy driving a brand new Porsche? It's pretty funny but it has been pretty nice to have. I am pretty spoiled as a 20 year old driving around in a Porsche. It is a 911 Carrera and I am loving it every day and I don't want to give it up. They will have to pry it from my fingers!

DW: Thank you Scott for your time. Anything you wanted to add?

SH: Here we are at the last weekend of the year with a mathematical chance at the championship but because I didn't run all the races this year it is a long shot to say the least. The points system isn't quite structured so you can make up a lot of ground by just going out and winning as many races as possible. I have secured the most wins in the year so hopefully I'll have a couple more wins this weekend and it will be seven wins of the eight races I did this year. That is my goal.

DW: Thanks.

Postscript: Scott did win the last two races and so won seven of the eight he contested. Chris Green, racing for Pfaff Motorsport, won the championship just beating Daniel Morad who races for Porsche Centre Oakville. Scott congratulated both his rivals and hopes to be back with Open Road Racing for a third season.



but do it smoothly In an open wheel car you can flick the car and it will be a quick transition but here, generally, you ease it over, load up the weight, get the weight transfer done, so it is just about being smooth and precise with your inputs.

DW: How did you end up with this ride?

SH: It was a bit of a fluke to be honest. I come from an open wheel background and I was part of the Road to Indy; USF2000 then ProMazda then Indy Lights. In USF2000, in my second year running that championship, I won; which put me up into ProMazda as a Mazda Speed Scholarship driver. In 2014, I raced ProMazda and came within a hair's gap of winning that championship when my car let me down in the final race of the year. It was a bit of a heartbreaker. (Scott's car broke near the end of the last race while he was leading both the race and the championship)

In 2014, I just happened to get in touch with Christian Chia the owner of Open Road Racing and found out that he raced so I sent him an email telling him about myself. He emailed me back and said to come down to the dealership and have a chat. I just expected to meet this local guy and the next you know it was basically a job interview to drive a Porsche. He liked me. He put me in the car and after the first weekend where he saw me win, then he said okay let's do another one. I won again and he said alright let's do it and put me in the car for the year.

That is how the whole thing came about and I was introduced to the Porsche family and to the Porsche Young Driver Academy. They brought me down with four other of North America's best young drivers and we all got to show the head people of Porsche what we're made of and can do. That was





PORSCHE RENNSPORT REUNION V

Story by Dan Proudfoot, UCR Member at Large

Canadian connections kept coming to the surface, nuggets of gold sparkling among the riches of Rennsport Reunion.

Unforgettable, for any lifelong Canuck fan of racing and Porsche.

First example, a casual conversation at the farewell function with Alwin Springer, feted at Rennsport as a legend, revealing how he actually discovered racing while working as a technician with Volkswagen Canada, between 1965 and 1968. Springer was co-founder of ANDIAL and first president of Porsche Motorsport North America,

“Really, it was Rudy Bartling who got me into motorsport,” the 72-year-old Springer said, “helping Rudy when he was racing a Porsche RS60. That was my start.”

Bartling, of course, became a legend in his own right among Upper Canada Region members, as a mechanic without equal and a member of the Canadian Motorsport Hall of Fame. Former *Provinz* editor Kye Wankum championed Bartling’s nomination to the hall.

Few know, however, that Springer and fellow ANDIAL founders Dieter Inzenhofer and the late Arnold Wagner worked in Toronto, long before moving to California and founding ANDIAL, whose Porsches won the 24 Hours of Daytona eight times in the 1990’s. In 1987, the top five finishers all were ANDIAL Porsches.

The only Canadian among the legends invited by Porsche, Kees Nierop, of Kelowna, B.C., won the 12 Hours



Information on Ludwig Heimrath’s 934.5 in which he won the 1977 SCCA Trans-Am Championship, placed in front of the car by its present owners, Californians Jim and Steve Lawrence.

of Sebring co-driving a 934.5 in 1983. Ontario race fans will remember Nierop capturing the inaugural Rothmans Porsche Cup, winning and finishing second in rounds at Mosport.

“That Sebring win was unusual because the School Bus, as we called the 934.5, just kept trucking while some faster cars had problems with bad fuel,” Nierop said.

More Canadians deserved invitations, particularly Scarborough’s Ludwig Heimrath as the 1977 SCCA Trans-Am champion and acknowledged Porsche master among this country’s racers. Others: Bartling, Horst Kroll, who won his 1968 Canadian championship in a Kelly-Porsche, Jacques



The Lawrence brothers with their car.

Bienvenue, Richard Spenard, Scott Goodyear. Not to mention Rick Bye. Rick was among the champions Porsche feted in Zuffenhausen one year and to me, that qualifies him for Rennsport Reunion!

And David Deacon, architect of Cup racing while running Volkswagen Canada’s Porsche division, should have been among the executives. But great as it is, Rennsport remains forever American-centric.

Fortunately, certain American car owners celebrate their Canadian connections. Jim Lawrence, a retired emergency room doctor, and his brother Steve, an investor, displayed Heimrath’s history on a sign in front of his Trans-Am triumphant 934.5 in the paddock. Even the livery honors the past, with MacEachern Deep Steam logos on the front fenders; back in Toronto, Bill MacEachern is still in the cleaning business, still driving his million-km 930 Turbo.

“This is probably the most significant Porsche in Canadian racing history,” Jim Lawrence enthused. “Really, it should be in Canada. We’d love to bring it to Mosport (Canadian Tire Motorsport Park) for the vintage racing festival, if they’d be interested in featuring it and having Ludwig out for a reunion with his car.”

Steve Lawrence charged from 16th to ninth in Sunday’s Carrera Trophy race, ahead of famed Porsche pilot and engineer Jurgen Barth, Nierop in another 934.5 (not his Sebring winner) and another two dozen racers. “What a driver Heimrath must have been,” Lawrence said, “because in a lot of corners you have to drive this car with two feet – one on the brake and one on the gas – to keep the turbo boost up. It’s not easy.”

Entrants came from as far as Australia but Gregory Campbell of Surrey, B.C., was the sole Canadian. A stalwart in vintage racing, Campbell distinguished himself in his handsome 1955 Devin Pre-A special, finishing second in the Gmund Cup to Oregon’s Cameron Healy in the famous 1953 Porsche Cooper Pooper.

A Kremer Porsche 956 that looked like nothing that ever raced at Mosport, its yellow paint so bright Kees Nierop would have called it a school bus, turned out to have been raced by Heimrath and his son, Ludwig Jr., together with its regular driver, Kees Kroesemeifer in the World Endurance Championship round at the Canadian track in 1985.



That was the year Hans-Joachim Stuck turned the fastest lap in Mosport’s history, in a Rothmans Porsche 962C, a lap he remembered well and was happy to discuss when asked at the Rennsport autograph session.

It was a golden era. Porsche racing cars practically owned Mosport from 1973, when Mark Donohue introduced the 917 Can-Am crusher, through 1985 when Stuck and Derek Bell dominated that WEC race in the 962C.

At Rennsport, wherever you trekked beneath the intoxicating California sun, the cars and the stars took you back. Every driver was ready to reminisce. Every car looked like new. Even the engineers whose minds facilitated the race successes, such as Norbert Singer, radiated satisfaction. Unforgettable.

Dan Proudfoot writes about collectible cars in *The Globe* and *Mail’s GlobeDrive*. He reported on car racing for newspapers and wire services from 1965 through 2001. Dan is a PCA UCR member who loves the track as much as his P-Cars.



Jo Bonnier drove this RS-60 to second place in the first major race at Mosport, the Player’s 200; more recently, this car sold at the Gooding & Company auction at Pebble Beach for \$5.4 million.

STREET SURVIVAL

A Parent's Perspective

Story and photos by Frank Valente, UCR Member

We imprint in our minds our baby's first smile, first words ("Da!" in my case), first time crawling, first time walking, first time riding a bike... and so on. In our family, our son Pietro's first experience driving a car seems to especially stand out – you see, he'd just turned three.

Pietro excitedly got into his new birthday gift—a pedal-powered Jeep—and then, after building some confidence, strategically positioned the Jeep on the stone entranceway outside the front door. He then accelerated with incredible speed, launched off the four-inch top step with a slight turn, locked the brakes (i.e., stopped pedalling), power slid 90-degrees, then pedalled himself off the next step with a huge smile on his face. I was very proud, and then it hit me: this kid was going to be trouble when he gets his driver's licence!

Fast forward many years to when Pietro was enrolled

in an entry-level driver-training course, with his G1, and I—who'd been driving for more than 30 years—went to my first Porsche Drivers Education event. I thought, "I should have done this 30 years ago!" – so when the opportunity came to offer my son a street-survival version, in his own car, we signed him up for the Tire Rack Street Survival School.

The day (September 27th) started off a bit foggy, and not just because we had to get up at 6am to get to the event in time. No worries, as after we'd arrived in



Evasive manoeuvres exercise with a volunteer flagger on a course marked out in cones.

to get a discount of 5% to 25%. Some lively discussion regarding privacy followed, and most of the audience's concerns were promptly addressed.

After a tasty lunch, we were treated to a couple of explosions! Controlled airbag inflations, that is – demonstrating the powerful forces involved, and the importance of driving so they never deploy! Then, off to sit in an 18-wheel truck in order to experience the visibility (or lack thereof) that a truck driver has, and why we should be very careful when driving around them.

A wonderful team of volunteers then rearranged the traffic cones for three more exercises: a figure eight dusted with cracked corn to create a slippery surface, a combined skills exercise, and a distracted driving exercise. Once again, we parents watched in earnest and with

Brampton, registered, and enjoyed the complimentary Tim Horton's coffee and donuts, the sun burned off the fog and revealed a bright sunny day.

The event began and the 43 student drivers were teamed up one-on-one with in-car coaches. All volunteers, the coaches are signed-off advanced drivers from the Porsche Club and BMW Club's Driver Education programs, and were there to guide the students and help them have a safe and fun day. I must say, some of the student drivers had a peculiar look, like "What am I doing here?"

The rest of us—the proud parents—dispersed around the venue to get the best view of our loved ones as they pushed their and their car's abilities at the various skill stations that had been set up. We could see that as they repeated the car-control exercises, the students got faster and were better able to anticipate troubles and more safely manoeuvre around them. The day progressed with a perfect balance of driving and classroom exercises.

A special visit by Constable Hugh Smith led to a lively discussion on traffic laws in Ontario, including some clarification about handheld devices and other more serious offences. It was a real eye-opener.

Mario Marrello and Phil White did a great job keeping the class engaged using slide shows, props, and videos explaining the importance of proper mirror adjustment to minimize blind spots, tire pressure, braking and acceleration, looking where you want to go, etc.

Another interesting speaker was an insurance broker from Martin Merry & Reid. He explained the benefits of Intact Insurance's "My Driving Discount", a GPS tracking device you put in your vehicle for six months in order



Practicing car control on slippery surfaces. Here's a car on the skidpad that's covered with cracked corn.

pride as our children recalled all they'd been taught and displayed a symphony of new driving skills.

The day was drawing to a close, but with lots of excitement about what was still to come. The drivers and coaches finished up, then we all gathered to see the students presented their certificates. As we stood there, I noticed that every student gleamed with pride and new found confidence.

Thanks to the myriad of organizers and volunteers (54, I'm told)—led by our very own Hazel de Burgh—for all their efforts in making our streets and our most precious gift, our children, safer!

Editor's Note: The dates and locations for next year's events will be announced in the next few months - in *Provinz* and on UCR's website. Stay tuned!



The student drivers were teamed up one-on-one with in-car coaches.



43 student drivers listen intently to the introductory speeches.



Martin Tekela and Constable Hugh Smith

HOT HOT HOT!

The Annual UCR Concours 2015



By Kye Wankum, UCR Concours Co-Chair

The Annual UCR Concours d'Elegance and Show & Shine Event on Sunday, September 6 was all about big numbers this year: soaring temperatures and the largest-ever field of participants! It was a big success!

On behalf of my event co-chair, David Forbes and myself, we want to say thank you. Thanks to our sponsors without whom we would not be able to put on such a beautiful show; thanks to our volunteers who help make all the little components of such a complex event come together;

and not least, thanks to all of the participants who take such great pride in their Porsche cars and keep them in pristine condition, be they 50 years or 5 months old, and shine them up to share their enthusiasm with the rest of us, and this year, suffer through that blazing heat...

The UCR Concours is really three shows in one: There is a Peer-Judging competition where every participant chooses one car out of each of the 21 classes to win that class. This

is an easy-going show and shine event that is less about originality or a hint of brake dust on the wheels, and more about simply picking the one car that stands out in its class for many different reasons. Though most participants are probably pretty tough on others and will judge cars based on originality and presentation as well.

Another is the coveted People's Choice Award, the winner of which is selected by all participants and spectators, young and old, family and friends, Porschephiles or not; it is simply a popularity contest. But, all Porsche enthusiasts being quite discerning, this friendly competition usually does end up being won by one of the class winners of the Peer-Judging competition.

The third is of a more serious nature. For an additional fee, Porsche owners can choose to have their cars judged in the more traditional sense of the Concours d'Elegance. An expert team of judges inspects the cars entered in this class very closely and awards points for condition, originality, and presentation of the Q-Tip cleanliness variety. This category is restricted to three vehicle age groups and only five cars in each one of those, picked from the morning line-up as cars arrive and their owners express the desire to undergo this strict scrutiny. Typically, the car owners witness the judging and will learn more about their cars as this or that issue is pointed out to them where their cars are concerned, culminating in a detailed score sheet that they are presented with after all judging has finished.

As with every annual UCR Concours, there were some surprises this year. Suffice it to say that we are never able



Photo by Michael A. Coates

UCR President, Mike Bryan is in his element awarding the Peer-Judging competition trophies.

Photo by Kye Wankum



Above: A beautiful day and a great turnout for the 2015 UCR Concours d'Elegance - Photo by Randy Gananathan Provinz Editor



One of three 356 Speedsters at the show – this one, the very special 4-cam model of Jerry Reckless. Photo by Michael A. Coates

to predict just how many cars we will get in each class from year to year and that this makes it virtually impossible to lay out the car display field without some last-minute juggling being required as cars arrive. In the past, we have tried pre-registration but Concours participants

will typically wait until the last minute to commit, while they keep an eye on the skies. So we have done away with pre-registration and it is cash or cheque at the gate for a very low 20 dollars. This year we had a good showing of 356s, with no fewer than three very rare Speedsters in the mix. Oddly, not one of the six 356s present had been shown at this event over the past few years, while we have had a good number of these cars in the past. Also oddly, there were only two long-hood 911s and 912s present where we had as many as 12 in recent years, and there was not one mid-year 911 (1974-1977), where we've had as many as six cars in the past. On the other hand, we had quite a number of 964s, which ended up having some difficulty backing up a small hill soaked in morning dew into their designated spots (my apologies to those participants, we'll fix that for next year), with the exception of a single C4,

of course. This year, there was a huge number of 996s present, while there was not even one 914. And one of the greatest sights was the large number of 928s, possibly more than anyone can remember seeing all in one place; I think I counted seven of them.

continued on page 30...



Photo by Eshel Zweig

Left to right: Jeff Pabst and son, representing title sponsor, Pfaff Autoworks, with Concours Co-Chairs David and Anne Forbes and Kye Wankum.



Photo by Michael A. Coates

"Wundeba" is the new concept and ownership for this great roadside restaurant on Guelph Line; they were awesome hosts!

...continued from page 29.

Our participants are always relaxed and happy to help out while the odd one may have to move their car as we try to set up all of the cars to be displayed along with others of their type during the morning shuffle; this is a prerequisite for the Peer-Judging competition.

But enough of the hard facts. It was a beautiful car show, as we ended up cutting registration off at 93 participants – 25 more than last year, and the greatest number of cars in the last six years. It was the Labour Day weekend and I'm sure we lost some potential participants due to that but aside from the difficult endeavour of tying down a suitable venue for the event, it is equally difficult to pick a date that doesn't conflict with other events of this type. In the end, we feel that the date was just fine. And the venue turned out to be fantastic. We had been there two years ago but now, under new ownership, our hosts WUNDEBA treated us to fabulous hospitality and food and refreshments. We hope to make this a regular spot. I have not heard one word of complaint about the event or the venue – it seems that everyone had a

Photo by Kye Wankum



The author's wife, Toni, in the 1957 356 Speedster placing first in class in Peer-Judging in Class 1.

great time. But don't worry, we'll improve the registration process to move it along more quickly next year, so that everyone will have the opportunity to have a WUNDEBA breakfast as things get going.

All, participants were treated to a goodie bag again this year – the bag was provided by Porsche Cars Canada and contained various sponsors' literature, but also a small tool from Snap-On Tools Canada, car care samples from JRP-Sonax and an event memento in the shape of an enamelled

car grille badge. All that, plus a really fun time for just twenty bucks!

Our Peer-Judging trophies were presented by UCR President, Mike Bryan, while the Judge's Choice trophies for the full Concours d'Elegance were presented by Jeff Pabst of Pfaff Autoworks, and then Aaron Cash of Garage Living presented the People's Choice Trophy.

Speaking of, it is time to thank our great sponsors: The UCR Concours 2015 Title Sponsor was Pfaff Autoworks; Premier Sponsors of the event were Garage Living, Porsche Centre Oakville, and Hearth Place. Additional Support was provided by Ultimate Transportation Products, Hagerty Classic Car Insurance, JRP-Sonax Car Care Products, Dent Doctor Canada,

story continued on page 32...



Photo by Eshel Zweig

Left to right: Some of the event team, Co-Chair, David Forbes, Doug Ailles, past event chair, Richard Shepard, another past event chair, Chris Ralphs, your author, and Jay Diamant.



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Top Left: Doug Ailles has been a sponsor as well as volunteer at the event for many years.

Top: The event had a showing of more 928s than ever before.

Left: Head Judge for the Full-Concours Class and UCR Appraiser of Record, Bruce Farrow.

Photos by Michael A. Coates

continued on page 32...



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Big thanks also go to our Event Volunteers (in no particular order): David & Anne Forbes, Toni Wankum, Zack Wankum, Richard Shepard, Chris Ralphs, Doug Ailles, Mike Bryan, Michael Pohlmann, Sy Ali, Peter Hoffmann, Jay Diamant, Michael A. Coates, plus our Full-Concours

Judging Team of: Bruce Farrow, John & Rosemary Adam, Danny Kroll, Botho von Bose, and Doug Kemp.

Last but not least, a huge Thank-You to our marvelous host, Wundeba Restaurant, Café & Patio and their staff at 4448 Guelph Line in Burlington.

See you next year at THE Porsche event of the season!

2015 UCR Concours Awards

PEER-JUDGING RESULTS

Class	Type	Winner	Runner-Up
Class 1	356 - Pre-A / A	Kye Wankum - 1957 356 Speedster	Stephen Lax - 1957 356 Speedster
Class 2	356 - B/C	Mike Ufford - 1961 356 B Coupe	
Class 3	911 / 912 - Pre '74	Carole MacDonald - 1973 911 Carrera 2.7 RS	Ry Smith - 1968 912 Coupe
Class 4	911 / 912 - '74-'77		
Class 5	911 - '78-'83	Syed Ali - 1980 911 SC Coupe	
Class 6	911 - '84-'89	Joseph Dren - 1989 930 Turbo S Cabriolet	Michael Pohlmann - 1989 911 Coupe
Class 7	964 - '89-'94	Harm Rosenboom - 1991 964 Coupe	Tom Bermarija - 1986 964
		<i>tied</i> Pavel Tchourliaev - 1991 964	Allan Lomax - 1994 964
Class 8	993 - '95-'98	John Baxter - 1998 993	Bert Rufenach - 1996 993
Class 9	996 - '99-'05	Jeffrey Wheeler - 2004 996	Pat Portelli - 2000 996
		<i>tied</i> Ray Rauber - 2002 996 Turbo	
Class 10	997 - '05-'12	Ravi Menon - 2011 997	Botho von Bose - 2006 997 Carrera S
		<i>tied</i>	Charlie Tavormina - 2011 997
Class 11	991 - '13-'15	Gareth Brennan - 2016 991	Bill Watzin - 2015 991
Class 12	914		
Class 13	924 / 944	Mo Mohsenzadeh - 1984 944	Wallace Muraki - 1984 944
Class 14	968	Richard Wodabek - 1994 968	Renato Favret - 1993 968
Class 15	928	Adam Henderson - 1987 928	Alexander Gandeski - 1978 928
Class 16	Boxster	Greg Fountain - 2015 Boxster	Rick Zuccato - 205 Boxster S
Class 17	Cayenne	Kirk Katzel - 2006 Cayenne S	Dov Markowich - 2014 Cayenne
Class 18	Cayman	Peter Wassmer - 2007 Cayman S	
Class 19	Panamera		
Class 20	Macan		
Class 21	Special Interest	Marc Plouffe - 1988 944 Turbo Cup	


PEOPLE'S CHOICE AWARD

	Stephen Lax - 1957 356 Speedster	
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FULL-CONCOURS JUDGED CLASS RESULTS

Class	Winner	Runner-Up
1949-1973 "Vintage"	Brad Marsland - 1958 356 A Coupe	Stephen Lax - 1957 356 Speedster
1974-1998 "Historic"	Michael Pohlmann - 1989 911 Carrera	Oliver Collins - 1995 993
1999-2015 "Contemporary"	Gareth Brennan - 2016 991 Targa	Andy DeRoos - 2002 996

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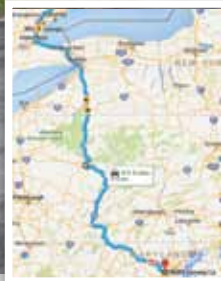
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DESTINATION: PCA HQ



Jason, Vu & Randy

By Jason Figuerido, UCR Member at Large. Photos by By Jason Figuerido & Randy Gananathan.

New Provinz Editor Randy Gananathan invited UCR members via an email blast to attend the PCA HQ open house on September 12th. A great GT drive that ultimately, only Randy and I drove to.

"Jason, I'm leaving at 2 AM, see you there" read Randy's email when I woke up on September 11th. A few hours later, I too would be off on my own route to Columbia, Maryland. To my delight, Randy-whom I had never met had upgraded my room at the Sheraton! We enjoyed a meal that evening, shared many laughs about our common interests and Bessie, his newly acquired 944 becoming the 4th P-car in his garage which he drove all the way to Florida from Toronto on old tires just after he got it! We hung out like old pals.

Saturday: 7am. Randy and I made our way to PCA HQ. Executive Director Vu Nguyen and his staff were already there. We volunteered, Vu asked me to assist him moving a commissioned Hunziker painting. No pressure!

400 cars were expected but with heavy rain and thunder, about 200 people showed up. Two of those individuals drove their 356's, one of which participated in the first PCA Parade and the other was a Speedster! Regional members were surprised to see two Canadians made trip.

Vu gave informative and entertaining tours of HQ while his staff and volunteers kept the event running through the rain. PCA Museum, complimentary food, raffled prizes, free gifts, and the goody store selection plus vendors rounded out the event. Everyone got soaked to the bone.

At 3 pm after changing into dry clothes, we headed home, only stopping twice for fuel. The spirited segment of the trip was Randy going head to head with a Cherokee SRT 8, then at sunset, torrential downpours slowed us to a crawl to avoid hydroplaning, but we made it safely home.

A super GT drive in the end, with thanks to our host, Executive Director Vu Nguyen and his staff for warmly welcoming us UCR folk to the PCA HQ.



PCA HQ



Rain and thunder all day.
Below left: Everyone was soaked to the bone.



Visiting the Yuengling Brewery enroute.
Below: Randy volunteering for parking duty



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TRACKTALK



By Dave Osborne, UCR Track Chair



Photo by 303 Imaging

If you haven't heard way too much about the VW emissions scandal yet, you must be living on a deserted island somewhere. I hope it's warm and tropical because winter is coming. I wish I was there. One thing that never ceases to amaze me is how the media can blow everything out of proportion. I've read a lot of their hyperbole and so far the world hasn't ended once. When British Petroleum had a serious oil leak in the Gulf of Mexico, the media was quick to trumpet their demise. Five years later they are on a sound financial footing. When GM admitted that it killed people with a faulty ignition switch and that they had been aware of it for years, the media talked about how they couldn't weather the storm so close to their bankruptcy. They just threw money at the problem. Maybe we've forgotten that Union Carbide exposed a half million people to a deadly gas in Bhopal India in the worst industrial disaster in history. The company is still valued in the Billions. Unless you lived in Bhopal the world did not end.

VW has been caught cheating on its emissions tests and is now going to be punished. That's it. The fact is that their diesel engines can pass the test. It's software that is turning off the emissions when it's not being tested. That increases power and fuel mileage with the side effect of more emissions. The quick fix would be to reset the software so it doesn't

turn the emissions equipment off. They could send the affected diesel owners a memory stick with the reboot on it and have them plug it into the computer port themselves. Those with less ability could drop by the dealer and have them do it. Its software, so no parts are required. Since the software already exists the only real costs are delivering the upgrade with the recall.

Only days after the EPA announced their findings the lawyers were already lined up around the block. The fines will go to governments; the shareholders, who benefited from the deception through larger market share, will now try to benefit from being caught and everyone else will try to cash in. The people most affected and who will derive no benefit are the actual owners. Believe me I know. I own one of the famous 6 litre Ford diesels. They were so poorly designed that they use engine coolant in a 900 degree EGR pipe running off the turbo charger. They literally cook themselves in 100,000 miles. Ford sued International and won a boat load of money. None of it made its way to the owners who continue to pay the repair bills and have lower resale value.

On the other hand, VW and Audi are still great cars. It remains to be seen how much the power and fuel mileage will be affected by the corrections, but I've read estimates that it will be between 5 and 8%. I don't want to sound like I'm defending their actions,

because I'm not. A huge multi-national corporation cheated to increase their market share and profits for their shareholders. Just try and sound a little less surprised.

The 2015 season has just flown by and now we are planning the coming season for 2016. If anyone has any suggestions on how we can make our program better, now is the time to speak up. The decisions and schedules that we create for next season will be locked in at the Planning Meeting in late November. The August DE at the Driver Development Track will fall by the wayside next year, as there wasn't enough support for it in 2015. It's a shame really, because it is a great learning track, where handling dynamics are far more important than speed. All of the skills that you develop in a tight twisty track make you a far better driver on a larger track with longer sweeping turns.

Since the Friday before our September event has become available, with the loss of the Braidan Tire Charity Event, we will be adding that date to our regular schedule as an Instructor Day each year. The program for that date will vary depending on our needs that season, but we definitely need to spend more time and effort assisting our Instructors with their development. Those efforts are magnified many times as they are passed down through the program to the Students.

I had the opportunity to watch the movie Bullitt again last night. While the chase scene is renowned as one that set the standards for all chase scenes to come, it was part of the background that I enjoy the most. The driving

scenes in that movie contain some of the most iconic cars that have ever been sold in North America. From Frank's girlfriend's Porsche 356 to Pontiac GTOs, Beetles, Lincolns with rear suicide doors, the occasional Ford Galaxie 500 and even a Grande Parisienne Station Wagon. You don't see cars that big anymore. The other things you don't see in modern cars are unique shapes. Since most cars are now designed for ease of construction and better fuel mileage, they have all been homogenized onto looking pretty much the same. Back in the 60's you didn't have any trouble telling the difference between brands. The roads were filled with independently designed cars that were easily recognized by their unique shapes and V8 growl. I miss them.

With winter weather coming I'm planning a Car Chase Weekend. I'll rent all the movies I can find with great car chases and binge watch them with friends. So far I've got; Bullitt, The Rookie, Live and Die in LA, the French Connection, Ronan and Vanishing Point. I'm not sure if I should include the slapstick ones, like Smokey and the Bandit, the Blues Brothers or Mad Max. The tension is important in a good car chase and the ones that are over the top lack that element. Nothing can ruin a movie faster than some ridiculous CGI.

If you think of any other must see car chases, please don't hesitate to drop me an email. The cold is coming, so we have to stick together to stay warm!

See you trackside,
Dave



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PORSCHE OF LONDON ANNUAL FALL FUN RUN



Story by Jan Dillabough, Fun Run Participant, photos by Jarod Arand.

There is nothing that can make the heart of a Porsche enthusiast rev faster than the anticipation of getting out on the road with a group of fellow Porsche owners. As we pulled into the parking lot of Porsche of London on the morning of Saturday Sept. 12th we were greeted by an amazing variety of cars assembled in neatly formed lines, all of them clean and shiny and raring to go.

Once again, Mike Salter and his enthusiastic and efficient team from Porsche of London were well prepared and organized. Forty-four Porsches and over 80 owners and their navigators joined in the fun day. The Porsche London team placed each car in one of four pre-determined groups that were scheduled to depart in fifteen-minute intervals. After a quick registration process and a

safety briefing by Mike, we were off, maps in hand. My husband Greg and I pulled out of the dealership in our Cayman right on schedule at 09:45. Our destination was Port Dover, approximately 145 km from London.

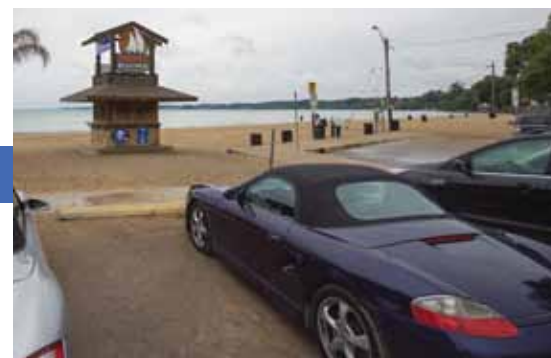
It was cool with a definite hint of Fall in the air but the sun was shining in London. The weather report however was a bit dismal. Rain was forecast for the area around Port Dover. The optimists in our midst chose to ignore that warning and some tops stayed down. A quick trip through the west end of London put us on the road towards St. Thomas. As we passed through St. Thomas the skies darkened and a light rain started. That rain would dog us for the rest of the Fun Run but it did not put a damper on the event. As one of our group cheerfully commented, "The Fall Run is my annual windshield wiper test." The drivers of the Boxster "S" and the Spyder ahead of us persevered and the tops stayed down until our first pit stop. Porsche owners are a determined bunch!

The Fun Run route was as varied and diverse as the cars and owners who were participating. Heading southeast we hooked up with the Lake Erie "Waterfront Trail". For those of you who have never taken this route, I would highly recommend it. It's a part of Southwestern Ontario that we were not very familiar with but we'd definitely explore more of it in future. Our



first glimpse of Lake Erie came as we travelled along Dexter Line heading towards Port Burwell. Looking out at that cold, grey lake it was pretty clear that the summer season was waning.

Port Burwell was our mid-point pit stop. We arrived at around 10:45am to a warm greeting from the staff at the Schooner Galley Restaurant. They were actually standing outside waiting for us as we lined up our cars on the main drag in front of the restaurant. The cheerful staff served us warm drinks and wonderful muffins and pastries. As we prepared to leave we were asked to come outside and stand in front of our cars, doors



Port Dover and cold grey Lake Erie in September

open, so that photographs could be taken. A group of Porsches always draws a crowd and lots of local folks came out to admire the cars and have a chat with the owners. The staff of the Schooner Galley and the residents of Port Burwell made us feel very welcome and I would like to extend our sincere thanks on behalf of the group.

We pulled out of Port Burwell shortly after Group "B" arrived. Driving along the Waterfront trail towards Port Dover we passed through beautiful little lakeside towns such as Port Rowan and Port Ryerse. We went through the charming hamlets of Normandale and Fishers Glen – home of a great hairpin turn.

continued on page 40...



“...We had the place to ourselves! The benefit of rain and cold!”



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...continued from page 39.

There were straightaways that took us past orchards, farm markets, vineyards and pumpkin patches. The twisty country roads between Port Rowan and Port Dover were great fun. We even saw some reindeer. (Despite a spirited discussion at lunch, we could not agree what the creatures with antlers actually were but they sure looked like reindeer!)

Our group arrived in Port Dover just before noon. A buffet lunch was ready and waiting at Callahan's Beach House Restaurant. The restaurant is right on the lake so there were great views from the dining room and we watched sailboats and fishing boats coming in to dock as we ate our lunch. The buffet was plentiful and there were a nice variety of hot and cold foods. We enjoyed the meal and most especially the company. Thanks to our tablemates Sue and Dave, Fred and Barb for the great conversation.

As the event wrapped up and everyone headed for home we all agreed that it was a great day in spite of the weather. Thanks again to Mike Salter and the team at Porsche of London for organizing and running the event. We all appreciate how much hard work goes into making these Fun Runs a success. Greg and I have been on three of them now and we are looking forward to the next one. I would encourage anyone who owns a Porsche to come out and participate in Fun Runs. They present a great opportunity to socialize with fellow owners and enjoy some great Ontario scenery.



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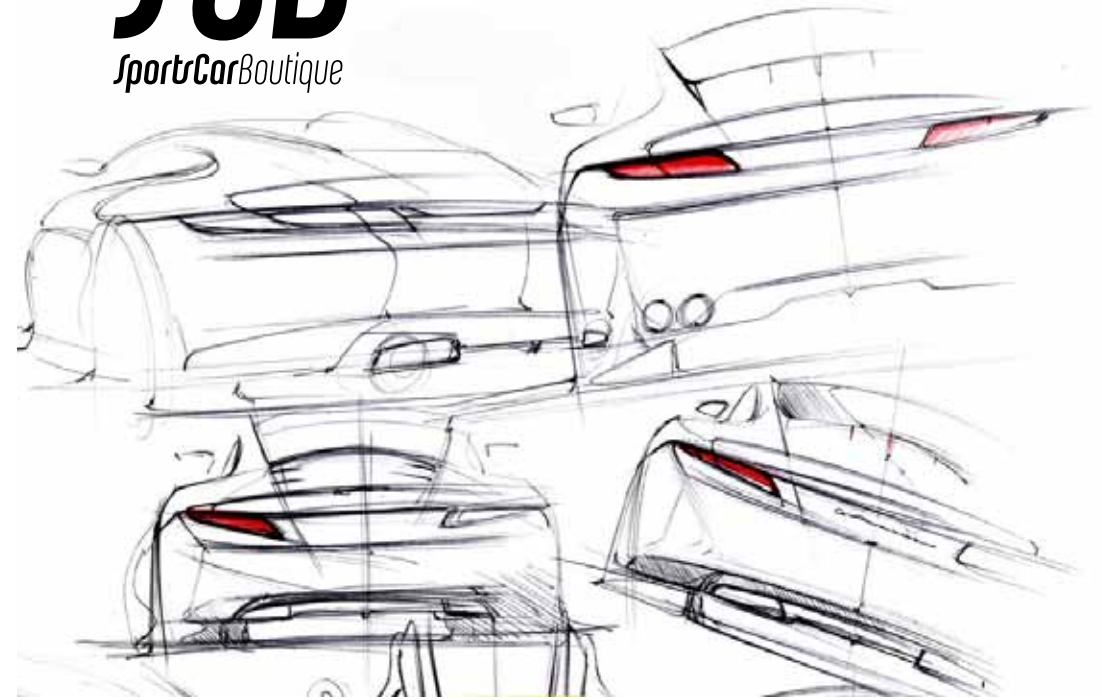
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Reviewing 2015
...and looking ahead.

By John Adam, UCR Historian



We skipped Parade this year. Our designated driver broke her arm and so event cancellation was the order of the day/week/summer. Next year, Parade is in Vermont and we are looking forward to a large number of UCR registrants, as can be expected when the venue is only one day's drive. DE Chair, Super Dave Osborne, sent an email asking the track team if they would serve again next year. Answers came back at the speed of light. Yup, we will be back. What's not to like about being on the cohesive team that puts on our excellent driver education program. Not a participant? The loss is yours. At each event, several on the DE team show up just to work – they don't drive, except perhaps in students' cars. How's that for commitment?

Not to forget the very successful fun runs that fill up quickly; the autocross series that has its devotees; our Concours d'Elegance who are obsessive clean car freaks; and monthly socials for those that just want to meet and eat.

Oh yes, and we can't forget the track charity rides for the handicapped and their care givers. Those riders can bring seasoned track drivers to tears. Best thing that we ever did!

Need a Christmas gift idea? Try the UCR Goodie Store. Once in a while, I like to mention Christophorus, the Porsche factory magazine. Online, it's easier than ever to subscribe. After reading our enthusiast magazines, including Christophorus, we save them for our next trip to the doctor or dentist and repopulate their crummy magazine rack. Amazingly, the magazines have disappeared before our next trip back.

Now that the P-car is set to have a restful winter, we are off to Cuba and perhaps Panama before Christmas. In April, we depart for Istanbul, then a river cruise toward Vienna and a side trip to visit family in Slovakia. Other winter destinations are also likely. Sell off opportunities to sunshine spots are always at hand and we are lucky to have the time available. Can you tell that we hate Canadian winter?

We hope that you are enjoying the onset of winter and are planning a few 2016 PCA activities. Perhaps we will see you at our season-ending Awards Banquet on Saturday, November 14 at Islington Golf Club. It's a great party.



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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 rdganathan@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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427 Auto Collision	20
Aspen Wood Floors	16
Auguste Lecourt	46
Auto Storage Palace	30
Bergmanis, Preyra	37
Braidan Wheel & Tire	48
Bruce Farrow Licensed Appraiser	40
Build a New Track	40
Dent Doctor	46
Downtown Porsche	19
Foreign Affairs	21
Furtmair Auto Services Inc.	35
Garage Living	2
Hunter Motorsports	16
Keltech	43
Lant & Company	39
MantisSport	33
Maurice Bramhall	46
Michael A. Coates Photography	9
Mobile Magic	40
Paragon Competition	20
Pfaff Autoworks	31
Pfaff Porsche	35
Porsche Centre Oakville	47
Porsche of London	13, 42
Segal Motorcar	33
Sports Car Boutique	41
Whale Tail	46
Zorotech	35

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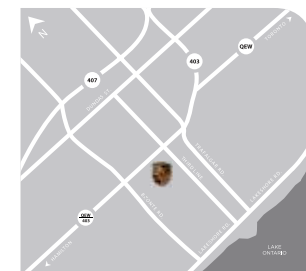
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