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



**OCTOBER 2015**  
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## THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA

October 2015

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**Cover:** The Mission E, Porsche's take on the all-electric vehicle. Photo courtesy of Porsche Presse. See story on Page 24.



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# PRESIDENT'S FORUM



By Mike Bryan, UCR President

**S**o many UCR events, so much to do...I wonder if we could keep up this pace if we had 12 months of summer weather in Ontario. The reality is that we have to make the

most of the green months by filling them with our Fun Runs, Tours, Driver Education, Autocross, etc. I hope you've made the time to participate in some of these events and that you've enjoyed the sunny days, Porsche eye candy and good company of UCR friends during our main driving season. I've been delighted to meet so many new members attending their first UCR event and to hear their comments. I sensed that some may have been a bit nervous coming out to their first event, not knowing quite what to expect. When they expressed relief and mild surprise at how much they enjoyed it and how friendly the people were, I could only smile and remind them of our motto, "It's not just the cars...it's the people".

With most of our Fun Runs already filled to capacity, I'm grateful to those who stepped up to host more Fun Runs, Tours and Rambles. Five additional events provided new capacity and the means to satisfy those who had been unable to secure a place at existing events. I'm impressed and thankful that members have come forward with ideas for these driving events and turned them quickly into action. I'm glad they've had the support of experienced advisors and well-documented processes to make their tasks easier and ensure success of their events.

I must tell you now about something I don't want you to miss – our celebration of another great year of fun 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 \$50pp including tax and gratuities. Space is limited, so don't leave it till the last minute in case you get a better offer, because you won't. This is the best value and the most fun you're going to have on a mid-November Saturday night, so register now at: [www.pcaucr.org](http://www.pcaucr.org). I'm looking forward to seeing you there.

There's no denying that many UCR members live in the western GTA, so it shouldn't be surprising that a lot of our activities take place there. Actually, there are plenty of UCR driving events all over our Region, but when non-GTA members contact me on this issue, their comments tend to be focused on the lack of social gatherings. It's clear from the dots on the member distribution map of Upper Canada Region that we have lots of members in the non-GTA sectors to the north, east, west and Niagara peninsula. I've been aware of this for some time and have been seeking members in those sectors to take the lead in generating some local activity. I fear there's a tendency to be held back by overthinking what's required, but we've learned that simple is good. So why not start, for example, with an informal gathering at a local coffee shop. Talk among yourselves about what you'd like to do locally – maybe run your own Monthly Socials at a friendly restaurant or golf club, perhaps find a site that would be suitable for Autocross, or ask one of your local UCR Tech Centres to run a tech session on the topic of your choice. If you need help or advice, it's available for the asking. I'd certainly recommend bouncing your ideas off anyone listed on the "Contacts" page, but beyond that, just go for it and make it happen. The one area in which you'll definitely need help is communicating your message. They won't come if they don't know about it, so just tell me the "what, why, where and when" and I'll get your message broadcast to every member you're aiming to reach. Let me close with the reminder that this is your club and your choice to influence and drive the kind of activities you want to attend in locations convenient to you.

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](mailto:submissions@pcaucr.org)

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## FIND IT ONLINE

Board Minutes: <http://pcaucr.org/ucr-board-minutes/>

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

The Mart: <http://pcaucr.org/classifieds/>

Classified ads can be submitted through the website.

# DRIVER'S SEAT



Randy Gananathan, *Provinz* Editor

**J**ust as the leaves in our region have gradually begun changing colours to make beautiful autumn landscapes, we continue to make intelligent improvements to our monthly newsletter for your reading and visual enjoyment. After

a long interval, we have a Tech Talk article contributed by an UCR member this month, describing his discovery of answers to a really important issue on breaking-in engines. George O'Neill, our Technical Editor, has lamented the difficulty of obtaining technical articles in the past and had to go far afield to find them, but George and I are taking a new road on technical articles where our goal is to have any UCR member and the tech centres around our region contribute future articles. We invite members and techs to send us stories about your experiences, discoveries and practices on technical issues that can benefit fellow members. Contact George at: [george@oneilladvisors.ca](mailto:george@oneilladvisors.ca)

In continuing my introduction, my Porsche collection got an unexpected addition of a 944 seen in the photo below. My wife, Michelle and I were out enjoying our newest family member recently and snapped this harvest themed photo of our Metallic Beige 944 parked in a freshly harvested field. I wasn't in the market for a 944 and never dreamt of owning one, but fate has a funny way of bringing us surprises. Bessie, as her late previous long-term owner called her, needs some freshening-up to make an unashamed track car one day. Even though she was parked for months, this car is proof of the build quality in Porsche vehicles as she is such a performer and an absolute pleasure to drive.

More later...

*Randy*

Randy D. Gananathan  
Editor-in-Chief

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





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

<b>AUGUST</b>			19-20	Sat-Sun	UCR Driver Education, CTMP Main Track
4	Tues	UCR Board Meeting	26	Sat	Hearth Place Fun Run & Car Show
6-9	Thurs-Sun	Montebello, Quebec Tour	27	Sun	Street Survival School, Powerade Centre, Brampton
7-8-9	Fri-Sat-Sun	UCR Club Race (Can/Am Challenge, CTMP Main Track	<b>OCTOBER</b>		
8	Sat	Skyway Summer Fun Run	3	Sat	Muskoka Fall Fun Run
11	Tues	UCR Social	4	Sun	UCR Autocross, Toronto Star
14	Fri	UCR Introductory Driving School, CTMP Driver Development Track	6	Tues	UCR Board Meeting
15-16	Sat-Sun	UCR Driver Education, CTMP Driver Development Track	13	Tues	UCR Social
15	Sat	Muskoka Summer Fun Run	17-18	Sat-Sun	UCR Driver Education, CTMP Main Track
22	Sat	Blue Mountains Fun Run	18	Sun	Fall Coastal Ramble
<b>SEPTEMBER</b>			<b>NOVEMBER</b>		
1	Tues	UCR Board Meeting	3	Tues	UCR Board Meeting
6	Sun	UCR Concours d'Elegance, Burlington (Rain date – Sun Sept 27)	10	Tues	UCR Social
8	Tues	UCR Social	14	Sat	Annual Banquet, Islington Golf Club
12	Sat	Porsche of London Fall Fun Run	<b>DECEMBER</b>		
13	Sun	UCR Autocross, Toronto Star	1	Tues	UCR Board Meeting
			8	Tues	UCR Social

Calendar contents compiled by Garth Stiebel.



## NEW MEMBERS Welcome!



Name	Location	Model	Thanks To
Yazeed Alsanad	Toronto	15-Macan S	Downtown Porsche
Gustavo Ayala	Toronto	99-911	
Ross Ayrhart	Puslinch	15-911 C4S	Porsche of London
Ben Badenoch & Hallie Wellman	Toronto	15-Cayman S	
David Baskin	Aurora	85-911	
Chris Beckett	London	16-Macan S	Porsche of London
Chris Bennett	Toronto	14-911 4S	Downtown Porsche
Carol Brown	Toronto	15-Macan S	Downtown Porsche
Wei Cao	Toronto	11-Cayenne S	Downtown Porsche
Kim Carlin	Toronto	16-Boxster	Downtown Porsche
Hon Choi	Scarborough	16-Cayenne	Downtown Porsche
Margarita & Michael Cormack	Thornhill	15-Boxster	Downtown Porsche
Steven Cox	London	15-Macan T	Porsche of London
Aaron Dsouza	Mississauga	09-911 C4S	
Marko Duic	Toronto	16-Cayenne S	Downtown Porsche
Mohamed Elharram	Peterborough	15-Panamera	Downtown Porsche
Karl Fetter	Windsor	16-Macan S	Porsche of London
Tim Fong	Toronto	16-Panamera GTS	Downtown Porsche

Name	Location	Model	Thanks To
Scott & Amy Gillingham	Guelph	05-911 CS	Brian Crawley
John Gillis	Peterborough	16-Macan S	Downtown Porsche
Mohit Gogia	Toronto	07-911	
Steve Goodine	London	16-Macan S	Porsche of London
Douglas Guzman	Toronto	16-Cayenne GTS	Downtown Porsche
Brian Haier	Collingwood	16-Macan T	Porsche of London
Dan Hao	Richmond Hill	16-Cayenne	Downtown Porsche
Rajendra Harricharan	London	16-Panamera GTS	Porsche of London
Louis Ho	Toronto	16-Macan S	Downtown Porsche
Terry Huston	North Bay	06-Cayman S	Downtown Porsche
Robert Ico	Ancaster	15-911	
Daniel Johnson	Komoka	16-Macan S	Porsche of London
Gregg King	Waterloo	07-Boxster	
Larry Kinlin	London	15-Boxster S	Porsche of London
Jeffrey & Mary Kopman	Toronto	15-911	Downtown Porsche
Linda Kunashko	King City	88-928 S4	
Mark Lederer	Toronto	11-Cayenne S	
Min Li	Toronto	15-Macan S	Downtown Porsche
Yuanyuan Li	Toronto	15-Macan S	Downtown Porsche
Hester Liao	Richmond Hill	16-Macan S	Downtown Porsche
Chen Lim	Brampton	03-911 C4S	
David Lisburn	Samia	15-Cayenne S	Porsche of London
Dennis Luc	London	15-Macan S	Porsche of London
Huiting Luo	Waterloo	16-Macan S	Downtown Porsche
Ji Ma	Toronto	14-911 C4S	Downtown Porsche
Michael MacDonald	London	16-Macan S	Porsche of London
Graeme Mackrell	Scarborough	15-Macan S	Downtown Porsche
Claudio Minello	Montreal	16-Cayman GTS GT	
Paul Morassutti	Toronto	15-Cayenne SE	Downtown Porsche
Peter Ng	Scarborough	15-911 C	Downtown Porsche
Amir Parsa	Toronto	10-911 4S	Downtown Porsche
Divyesh Patel	Waterloo	16-Macan S	Porsche of London
Guillaume Plourde	Toronto	06-Cayman S	
Subasan Rajalingam	Markham	16-Cayenne	Downtown Porsche
Maria Ramos	Oakville	16-Cayenne	Downtown Porsche
Peter & Bo Rependa	Etobicoke	06-911 CS	Mantis Racing
Alp Sener	London	07-911 C2	Porsche of London
Thomas Sharr	Mississauga	16-Macan S	Downtown Porsche
Cristian Tabra	Manotick	02-911 C	
Ernst Vegter	Oro-Medonte	01-911 C2 Cab	
Michael Venneri	Oakville	16-Cayenne	Porsche of London
Antonella Vergati	Toronto	16-Macan S	Downtown Porsche
Frederick Vermeulen	Dundas	07-911 C4S	
Brad Vollmer	LaSalle	16-911 GT3 RS	Porsche of London
Dan Vukouich	Porcupine	15-911 C	Downtown Porsche
Mu Wan	St. Catharines	15-Cayenne D	Downtown Porsche
Minghua Wang	Toronto	16-Cayenne	Downtown Porsche
Yixuan Wang	Maple	16-Cayenne GTS	Downtown Porsche
Ophelia Wong	Richmond Hill	15-911 C4 GTS	Downtown Porsche
Philp Wong	Mississauga	16-Cayenne	Downtown Porsche
Richard Wong	Markham	16-Macan S	Downtown Porsche
Ava Yaskiel	Toronto	16-Macan S	Downtown Porsche
Jiao Zhang	Toronto	16-Boxster S	Downtown Porsche
Sun Zhiyuan	London	15-Macan S	Porsche of London

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



# ANNIVERSARIES

## Congrats!

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

### 30 YEARS

Ted & Nancy Madison  
Paul & Cindy Januszewski

### 25 YEARS

Monica & Jeremy Alves  
Michael Tamblyn

### 20 YEARS

Michael Dunn & Dena Castro  
Clive & Michael Young

### 15 YEARS

Stanley Carmichael  
Stuart Faria  
John & Joel Rogers

### 10 YEARS

Jeremy & Tinna Lloyds  
Christian Matte  
Heiko Schilf

### 5 YEARS

Geoff & Joan Chandler  
Gilles Fortin

Eros Gerardi & Joanne Hancott  
Cameron McKenzie  
Nick Sgro  
David Smith  
Michael Smith  
Garth Stiebel



## Porsche Club of America, Upper Canada Region



### ELECTIONS: PCA UCR Nominating Committee Recommendations for the 2016 Board of Directors

Please be advised the following individuals are being recommended by the Nominating Committee to stand for the positions indicated for 2016:

<b>President</b>	Mike Bryan
<b>Vice President</b>	Kathleen Wong
<b>Treasurer</b>	Michael Pohlmann
<b>Secretary</b>	Foster Zanutto

#### Directors:

Tom Arndt	Peter Oakes	Mark Holman
Hazel de Burgh	Gregory Sachs	

In accordance with UCR By Laws nominations will close as of midnight Oct 15, 2015. Should you have an interest in standing for any position, please contact me:

**Mike Bryan, Nominating Committee Chair**  
**905 726 9027**  
**mike@brycorp.ca**

Mike Bryan, President  
Porsche Club of America, Upper Canada Region

## THE WAY WE WERE...

### 25 Years Ago

The Awards Banquet was being promoted at \$50 with **Bill Adam** as guest speaker. The Shannonville DE event closed the season with a fee of \$75. The monthly social had an Oktoberfest theme. **Philip White** [the elder] was president-in-waiting. **Clive Van Wert** wrote about ruining the engine in his 944S after he started his DE track day down a litre of oil. DE drivers take note – check your oil daily. Chief Instructor, **Howard Dexter**, wrote about a Corvette club lapping day at Mosport where no fewer than eight Corvettes found their way to a meeting with the track wall. **Hank Franczak, Tom & Cynthia Brown** joined.

### 20 Years Ago

Editor **Karl Thomson** said that we had a new web site and that web master **Ed Agabeg** would provide you with special software to allow you to access the site. We reported on a Muskoka tour that immediately followed a local tornado. My cousin **Eva Collakova** was visiting from Slovakia and is seen in a Muskoka tour event photo – she liked the rocks and trees. **Ben Ciantar** provided a treatise on nuts, bolts, torque and much more. Ben was also organizing a mini-tech on repainting your Porsche. **Bryce Virgo** joined.

### 15 Years Ago

**Ken Jensen** provided a “minute by minute” of the Jensen’s visit to Parade in Sacramento, CA. **Crawford Reid** organized an enjoyable Fun Run along the Grand River to Brantford. **John Van Atter** was promoting the Charity Auction – a major money raiser in those days. Rothmans Porsche Turbo Cup cars were available for sale. **Jean-Pierre Verbunt, Eric Buckley** and **Dave Stormont** joined.

Contributed by John Adam, UCR Historian



## Porsche of London

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# SOCIAL EVENTS

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

**W**e wish to provide a welcoming, inclusive and highly enjoyable atmosphere for Socials so that UCR members and guests can socialize and share each other's passion for Porsche car experiences and enjoy continued learning experiences. We vary venues from dealers, to affordable restaurants, and supplier locales. We publish information on venues and speakers in *Provinz* and on our website. Let us know if you are a first-time attendee. We would like to meet you and introduce you to other members and fill you in on other great UCR activities that may be of interest to you and your family. If you know of speakers or topics that you think would be of interest, please contact us. We would love to hear from you. If you have any questions about our Socials, please email us. And to help us organize better, we would appreciate your RSVP. We can be contacted at: [socials@pcaucr.org](mailto:socials@pcaucr.org). Socials run from 6:30pm-9:00pm. It is not just about the cars, but the people. We look forward to seeing you there!



## Coming Events

### Oktoberfest Celebration

**Date:** Tuesday, October 13, 2015, 6:30-9:00pm

**Venue:** The Musket Restaurant, 40 Advance Rd., Toronto, Ontario, M8Z 2T4. 416-231-6488

Prost! Please join your fellow UCR members for our annual Oktoberfest Social Celebration at the Musket Restaurant in Etobicoke. Many of us look forward to this fall event where we can enjoy traditional German cuisine featuring the Musket's most popular menu items including two kinds of Schnitzel, potatoes, Roasted Pork Hocks, and sauerkraut. For those wanting less carnivorous choices, Chef Richard Enser will be preparing a sea bass main course. A full selection of appetizers and desserts will also be available, as will various German beers and red and white wine. Please ensure that you have a designated driver or make other arrangements for getting home if you plan on having one or more of these alcohol beverages with your meal. Special Feature: In lieu of a guest speaker, we want to have some fun and learn about the origins of Oktoberfest. We invite any UCR member or guest to attend in traditional Oktoberfest costumes, including Dirndls and Lederhosen, but you don't have to attend in costume. Regular casual business attire will suffice. Don't forget about Oktoberfest headwear as well. We will have the Club PA system available with an open mike for anyone who would like to talk about the traditions relating to the Oktoberfest Celebration. Prizes will be awarded for the best Oktoberfest costumes and speakers.

**RSVP:** Please register for this event through [www.ClubRegistration.net](http://www.ClubRegistration.net) (preferably) or send an RSVP via email to [socials@pcaucr.org](mailto:socials@pcaucr.org) if you plan to attend.

### December Holiday Social:

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

**Venue:** Pfaff Porsche, 101 Auto Park Circle, Woodbridge, L4L 841, 905 851 0852 [www.pfaffporsche.com](http://www.pfaffporsche.com)  
Let's end a wonderful year on a high note. Pfaff Porsche has very kindly, again, offered to host our Holiday Social at their spectacular venue. This is a very popular Social, and Pfaff Porsche will be serving food and libations beginning at 6:00pm. Pfaff Porsche is thoughtfully planning out the evening to include:

- A variety of important cars on display, including
  - Vintage Porsches (in the showroom and in the shop)
  - Important cars from Pfaff history (including cars from Chris Pfaff's private collection)
  - Important Porsche GT cars
  - A chance to meet and chat with technicians, who have over 200 years of combined experience
  - An opportunity to learn about leasing the Porsche of your dreams - of any age...
  - Prizes and giveaways
  - The Pfaff Service Department will be open to offer all UCR members 10% off merchandise and parts.
- In addition, McLaren Toronto, sister company to Pfaff Porsche, will also be open three doors down (33 Auto Park Circle) from Pfaff Porsche to view their exceptional vehicles for all car enthusiasts.

We hope you'll attend, this, our final Social Event of 2015! We appreciate your **RSVP** to: [socials@ucrpca.org](mailto:socials@ucrpca.org)



# SEPTEMBER SOCIAL

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

**T**he spectacular facility of Porsche Centre Oakville was a hub of energy on the beautiful evening of Tuesday, September 8, 2015. Our good friends at Porsche Centre Oakville generously hosted our September Social for UCR Members and guests. With over 150 UCR members and guests attending, the evening was fantastic and exceptionally well organized. Porsche Centre Oakville treated us to wonderful food and libations and a showroom showcasing the brand new GT3RS, Daniel Morad's race car, and other wonderful GT3's, new Caymans, GTS's, and Cayennes and Macans to suit all tastes.

Mike Bryan, UCR President thanked Francesco Policaro, General Manager of Porsche Centre Oakville and Felice Cappellano (CEO of Marques d'Elegance) for inviting 16 UCR members (mostly winners from 2014 UCR Concours d'Elegance) to display their Porsches at the 4th Annual Marques d'Elegance on Sunday August 23. Before our socials began, Francesco presented awards to the top three winners on behalf of Felice. The three winners were: Glenn Thomas's 1969 911 (Bahama Yellow), Steve Carpenters' 1996 993 Turbo R (Midnight Blue) and Roy Tam's 2005 996 Turbo S (Speed Yellow).

The lucky four winners of the raffle prizes were:

Harry Bhandal - PCO Goodie Bag  
Wendy Gallomazzei - PCO Goodie Bag  
Rod Butt - PCO Goodie Bag  
Scott McDonald - Street Survival School Certificate

Last but not least, we welcomed many 2015 New Members and Members attending their first ever UCR



Daniel Morad's Championship-winning GT3 Cup car.

Social. Welcome to: Ali Behnam, Scott Bodo and Mary Iantorno, Robert Gray, Sam Hoh, Carlo Muraca, John and Tracey Pitcher, Ray Rauber, Bill and Kay Sault, Paul Smith, David Spiro, Mike Tate, Mark Teplycky, Peter Wehmeyer, Philip and Wendy Wong, Daniel Wong, John and Diana Wright, Hamdi Ashour, Mitzi Brown, Rick Zuccato, Harris Theodore, Stephen and Leslie Jamieson, Michael MacDonald and Tom Bermarija!

We thank Porsche Centre Oakville for their kind hospitality and look forward to another visit!



Lots of New Members in attendance – for some it was their first UCR Social.



Porsche Oakville GM Francesco Policaro.





Photo by Hazel de Burgh

# FUN RUNS, RAMBLES & TOURS

## Great Events to Get You on the Road!

By Hazel de Burgh, UCR Fun Run Co-Chair

Our 2015 Fun Run program has been a lot of fun so far! UCR had more than 250 cars registered in 4 events in August alone. Clearly, there's a lot of demand. Our August line-up included 2 Fun Runs, 1 Ramble and 1 Tour, each of which had some amazing country roads, with plenty of opportunities for camaraderie. At time of writing, there were two more events in September and October. See the accompanying table for a list of UCR's 2015 events, followed by a description of our two remaining events for 2015.

These are the distinctions between each of these types of events:

- Fun Runs: groups of 10-15 cars follow a leader for 2-4 hours of country driving
- Rambles: an unlimited number of members drive on pre-planned routes for at least 2 hours of country driving
- Tours: groups of 10-15 cars follow a leader for 6 or more hours of country driving, with at least one overnight stay

By all accounts, these events were a hit! See the articles in this issue of *Provinz* for write-ups about the the Skyway Summer Fun Run on August 8, the Montebello Quebec Tour from August 6-9 and the Blue Mountains Art Appreciation Ramble on August 22.

Now to focus on the Ramble. This was UCR's first ever event of this nature, so we surveyed our participants for their feedback on the Ramble format. These were the responses:

- 100% found it interesting (v 0% found it boring)
- 85% loved it! (15% said it was ok, v 0% hated it)
- 100% said it was relaxed (v 0% said it was stressful or 0% got lost)
- 82% liked the freedom (v 18% prefer following a lead car)
- 93% thought the timing worked well (v 7% thought the timing didn't work well)

Clearly, Rambles are appealing! In fact, UCR's next Ramble will be held on Sunday, October 18, which explores the coastlines from Newcastle to Picton. If you haven't already signed up, you're encouraged to do so via the following link: [www.clubregistration.net](http://www.clubregistration.net).

And if you're thinking of hosting a Fun Run, a Ramble or a Tour, see page 40 in this issue of *Provinz* for Jeremy Gunness' article about his experience as a first-time host. There are many open weekends between now and the end of the year, and we're already starting to plan for 2016. Your event could be as simple as a 2-hour country drive ending at a restaurant for lunch, to something more ambitious like this month's Montebello Tour. Check out [www.plotaroute.com](http://www.plotaroute.com) for some sample routes to try. If you'd like to explore this further, please contact me via 416 558 2929 or [hazel.deburgh@gmail.com](mailto:hazel.deburgh@gmail.com). I'd be pleased to help get your event on the road!



Photo by Michelle Gamauf

## UCR's 2015 FUN RUNS, RAMBLES & TOURS (only 1 event with space remaining):

	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	Jun 5-7	Gran Turismo Tour	Pittsburgh, PA	DONE	Jason Figueiredo	jasonfig993@gmail.com
5	Jun 20	Bear Manor Niagara Escarpment Poker Fun Run	Grimsby	DONE	Vaughn Warrington	vwarrington@worldsourcecurities.net
6	Jul 4	Grand Niagara-on-the-Lake Fun Run	Niagara-on-the-Lake	DONE	Guenter Gamauf	guenterg@rogers.com
7	Jul 26	Ancaster Fun Run	Ancaster & Dundas	DONE	Neil Dowdell	neildowdell@hotmail.com
8	Aug 6-9	Montebello Quebec Tour	Montebello, Tremblant & Hudson	DONE	Mike Blinn & Rick Zuccato	rjzuccato@gmail.com
9	Aug 8	Skyway Summer Fun Run	Ancaster & Dundas	DONE	Jeremy Gunness & Tom Lussman	jeremy.gunness@itechnica.com cogito1970@hotmail.com
10	Aug 15	Muskoka Summer Fun Run	Muskokas	DONE	Walter Murray	Register via ClubRegistration.net murray.dexta@gmail.com
11	Aug 22	Blue Mountains Ramble	Town of the Blue Mountains	DONE	Hazel de Burgh & Don Lewtas	hazel.deburgh@gmail.com
12	Sep 12	Porsche of London Fall Fun Run	Port Dover	DONE	Mike Salter	mike@porschelondon.com
13	Sep 26	Hearth Place Fun Run & Car Show	Fenelon Falls	DONE	David & Anne Forbes	david.forbes@rbc.com
14	Oct 3	Muskoka Fall Fun Run	Muskokas	WAITLISTED	David & Anne Forbes	david.forbes@rbc.com
15	Oct 18	Fall Coastal Ramble	Picton, Prince Edward County	SPACE AVAILABLE	Randy Gananathan & Steve Revoy	rdgananathan@gmail.com

## DESCRIPTION OF UPCOMING EVENTS:

**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 Lake Muskoka, Lake Joseph and Lake 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 Ramble** **\*\*\*OPEN\*\*\***

This inaugural event will explore the picturesque north shore of Lake Ontario from Newcastle to Picton in Prince Edward County. We'll follow curvy tree-lined and canopied country roads through an Autumn paradise of colour! After a hearty harvest lunch, your options include exploring the area at your own pace, taking a northerly scenic route back with a group, visiting some local wineries, to staying for dinner and overnight. Please register on [www.clubregistration.net](http://www.clubregistration.net). For further information, please contact Randy Gananathan at [rdgananathan@gmail.com](mailto:rdgananathan@gmail.com) or 905 780 9670, or call Steve Revoy on 905 837 8591.

Enjoy the rest of the season!! And have fun!



# TECH SESSION

## Porsche BREAK-IN Questions

By Bill Gotro, UCR Member. Photos by Randy Gananathan, *Provinz* Editor



There's your nice new P-car, now it's time to carefully break it in.

As you would have read from the September issue of *Provinz*, I took delivery of my Cayman GT4 two days before UCR's August social and displayed my car next to the GT3RS from Porsche Cars Canada.

In buying my dream machine, the question of how to properly break-in the car came to mind and my research revealed this interesting article that was posted on Planet-9, July 7/2015 titled:

"Perhaps it comes better from a Porsche engineer" (was posted elsewhere Porsche Club of America, Yellowstone Chapter - Ken Koop)

As the story goes... when the test was completed during a factory visit, a Porsche engineer came over to review the results. I couldn't resist asking the question that I had been searching to find an answer to for all these years. I asked

"why does Porsche feel it is safe for a new engine to run at nearly full throttle in the factory, while the customer must keep the engine speed to no more than 4,000 RPM for a 2,000 mile (3,200 km) break-in period?" I thought that was a logical question and if I do say so myself-well stated!

The engineer replied, "Herr Koop, you do not understand (that I already knew). When we do our engine test, the metals inside the engine never reach the temperatures they would when driven on the street since the test session is fairly short. In other words, the bearings, pistons and cylinders never get a chance to thermally expand to their maximum. Therefore, there is little wear on the moving components. But when you drive a car on the street, the engine parts expand considerably more because of the heat being generated from the engine running for an extended



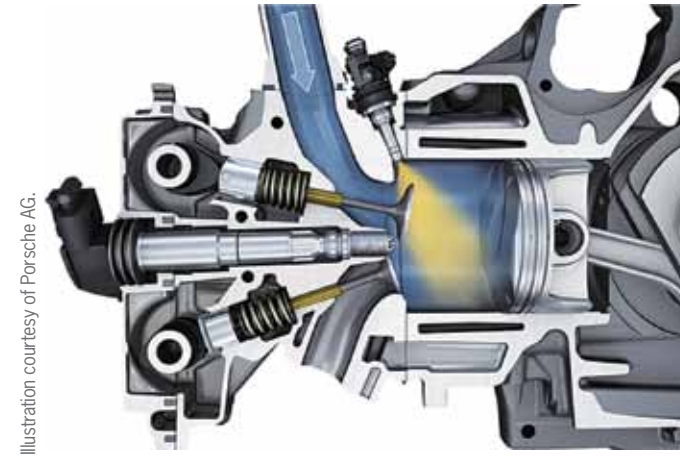
George O'Neill  
Technical Editor

**Tech Editor's Note:** The following statement has been solicited as an independent verification of the accuracy of the above article: "I have reviewed the above article with our Engines Professor and he concurs that it is accurate. The objective is to get the piston rings to seat in the cylinders. Any engine will need a break-in period to achieve that. The metallurgy and tolerances of the Porsche water-cooled engines would necessitate such a break-in as described in the article. Failure to properly break-in an engine would result in reduced power, higher oil consumption and the need for more frequent oil changes as the oil would become contaminated."

Prof. T. Brown

Automotive & Motorcycle Programs, School of Transportation - Centennial College Toronto

Remember, as always we're looking for new technical articles so please contact me to submit yours or to provide ideas and feedback! [George@ONeillAdvisors.ca](mailto:George@ONeillAdvisors.ca)



Engine components must be broken in slowly at lower engine speeds and operating temperatures.

period of time. No matter how tight the tolerances are, there is always a slight amount of expansion in the material. The moving parts can wear quickly if exposed to excessive heat and not always in a uniform way. We also constantly vary the speed and allow the engine to run at both high and low RPM's."

"Porsche wants the engine to break-in slowly, which means it needs to maintain a lower operating temperature (below 4,000 RPM) and to allow all parts to adjust (wear-in) within their own thermal expansion parameters. This is also the reason why Porsche wants the owner to vary the RPM throughout the break-in period; therefore the engine doesn't get used to one operating temperature range."

"Porsche has been using Mobil 1 Oil since the early 90's. With its superior lubricating properties, it takes many miles of driving (without getting the engine too hot) before the components actually seat (or break-in). Porsche's own tests reveal that after 2,000 miles have been driven, all of the moving parts have had a chance to wear into their adjacent surfaces and then an increase in engine RPM is permissible." I replied, "JA DAS SOUNDS GUT, when you explain it that way, it makes a lot of sense." I thought to myself: "You Dummkopf, why didn't you think of that?"

The engineer commented that there were many other moving parts other than the engine that needed break-in as well. Wheel bearings, constant velocity joints, tires, brakes and transmission were just some of the other components that were mentioned.

So breaking it down into layman's terminology, it all comes down to: higher RPM equates to more heat, which leads to greater expansion. For a new engine, that can mean uneven wear on certain parts if excessive heat is allowed to build up. In Porsche's opinion, the thermal expansion of different parts and various materials need time to adjust to one another. Porsche's time frame for that to occur is calculated to be 2,000 miles, with the heat restriction being 4,000 RPM. So simple; who woulda thunk?

Many experienced Porsche engine builders and experts on the Flat-6 engine state that the peak power of a Porsche

engine is developed around the 20,000 mile mark. This coincides with the principle of what the Porsche engineer was telling me; "Break it in correctly and the engine will last longer and perform better".

It only took me 45 years to find out the real answer to this puzzling question. After I returned home, I explained this to my friend. As for our ongoing debate, we now feel a solution to this riddle has finally been reached. Neither one of us had the answer to this complex question totally figured out, but we were on the right path! I am finally able to resolve another one of my life's unanswered mysteries and now it's been crossed off the list. I hope this helps explain one of your unanswered questions in the car world as well.

It should also be noted that Subaru recommends a 4000rpm limit for the run in period on

the WRX STI (122HP/l Vs GTS 98.5HP/l - 100PS/l) boxer engine. Part of the rationale for rev limiting and rev variation along with engine braking is to better ensure the piston rings are well seated. The ~ 4000rpm "limit" is there as a sensible guide.

The NA manual guide points are very sensible and indeed good specifically in relation to over revving and lugging. I would also add, when you are breaking your engine in monitor the fuel economy, if you do this it is very easy to tell how well your engine is operating e.g the fuel economy is well out of kilter when the engine is new and tight and slowly approaches the manufacturers bench marks as the engine and other working parts "loosen" or rather bed in.

### Break-in hints for the first 2,000 miles (3,000 kilometers):

The following tips will be helpful in obtaining optimum performance from your new Porsche. Despite the most modern, high-precision manufacturing methods, the moving parts must still wear in with each other. This wearing-in occurs mainly in the first 2,000 miles (3,000 km).

#### Therefore:

- Preferably take longer trips.
- Avoid frequent cold starts with short-distance driving whenever possible.
- Avoid full throttle starts and abrupt stops.
- Do not exceed maximum engine speed of 4,200 rpm.
- Do not run a cold engine at high rpm either in Neutral or in gear.
- Do not let the engine labour, especially when driving uphill. Shift to the next lower gear in time (use the most favorable rpm range). Never lug the engine in high gear at low speeds. This rule applies at all times, not just during the break-in period.
- Do not participate in motor racing events, sports driving schools, etc. during the first 2,000 miles (3,200 kilometers).

continued on page 16...



...continued from page 15.

There may be a slight stiffness in the steering, gear-shifting or other controls during the break-in period which will gradually disappear.

### Break-in brake pads and brake disks

New brake pads and disks have to be "broken in", and therefore only attain optimal friction when the car has covered several hundred miles or km. The slightly reduced braking ability must be compensated for by pressing the brake pedal harder. This also applies whenever the brake pads and brake disks are replaced.

### New tires

New tires do not have maximum traction. They tend to be slippery. Break in new tires by driving at moderate speeds during the first 60 to 120 miles (100 to 200 km). Longer braking distances must be anticipated.



Brakes must be properly broken in before they reach peak efficiency and allow for reduced grip with your new tires.



Remember: no racing or track events for the first 2000 Kms on your new car! Unless of course you are running a proper, dyno'd race engine!

### Engine oil and fuel consumption

During the break-in period oil and fuel consumption may be higher than normal. As always, the rate of oil consumption depends on the quality and viscosity of oil, the speed at



Always keep an eye on your oil level!

which the engine is operated, the climate and road conditions, as well as the amount of dilution and oxidation of the lubricant. Make a habit of checking engine oil with every refueling, add if necessary.





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# 2015 UCR BLUE MOUNTAINS ART APPRECIATION RAMBLE: The Pleasure in Leisure

Story and photos by Veronica Low, Ramble Participant

On a picture perfect early morning on Sunday August 22nd, well before Alton Mill's coffee was brewed, 35 Porsches made their way to the stunning Alton Mills Arts Centre. Seventy participants eagerly awaited their instructions from organizers Don Lewtas and Hazel de Burgh. But something was different ... this was not to be your run-of-the-mill Fun Run! It was a RAMBLE – complete with a 100 point quiz – including questions about our members and their cars, plus some art appreciation questions too.

The stakes were high – and the quiz tough: one had to pay attention (and slow down) or miss a clue that was tucked into the rolling landscape or hidden in a gallery. The day was divided into 3 stages: Stage One revolved around the Alton Mills Art Centre. With just over an hour to visit the various art galleries, we combed each nook and cranny, looking for artists, the preferred medium for their art, and the name of gallery where their works were featured. Some of us took extra notes to come back and buy a few pieces of art – and a few even purchased art right on the spot (delivery, right?). As 11 am came and went, many of us were relieved this was indeed a RAMBLE – as we could skip the optional 15-minute pit stop – giving us precious minutes to solve the art mysteries worth 30 points!

Along the way, there were more art appreciation questions to solve worth 20 points, like identifying what town the horses were in.

Thanks to the great driving instructions, our group of 70 all arrived without any navigational issues by 12:30 pm at Mrs. Mitchell's for a spectacular gourmet lunch, including a choice of entrees – smoked chicken tenderloin, boeuf bourguignon, fillet of tilapia – and a few art sculptures/items on the quiz.

Bellies full, minds refocused, we set out on Stage Two, along some spectacular Porsche-friendly roads which took us to the stunning Village of Clarksburg, known as one of the most artistic and picturesque villages in The Blue Mountains. For the afternoon's route, there were more questions along the way. In Clarksburg, there were 3 galleries to visit, where we had to match the artists to the galleries and identify their preferred medium. Worth another 30 points!

Time was ticking away – and even though this was a Ramble, which doesn't require cars to stay in groups, everyone had to be at the final destination, Beaver



Lodge, no earlier than 3:45pm and no later than 4:45pm. And there was still another Stage – Stage 3 – which took us on a short 5-minute route from Clarksburg to the lovely town of Thornbury – on the banks of South Georgian Bay.

The total adventure of just under 200 km was a picture perfect day – with plenty of opportunities for socializing, fabulous roads, spectacular art, gorgeous scenery, some scrumptious butter tarts, and a welcomed glass of wine and cheese at the end of the day.

Thank you to our hosts, Hazel de Burgh, Martin Tekela, Don Lewtas, and Barbara Milton, for yet another fabulous event. We look forward to next year's event, and take note – this RAMBLE/FUN RUN sells out every year – so sign up as soon as you can!



## Results:

**1st Place with a score of 81.5**  
Veronica Low & Michael Pohlmann

**2nd Place with a score of 75**  
Dave & Julia Cox

**3rd Place with a score of 68**  
Guido & Wendy Gallomazzei

**4th Place with a score of 62**  
Lisa & Greg Abe-Oldenburg



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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 14<sup>th</sup>. 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](http://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](http://www.islingtongolfclub.com/Contact_Us.aspx)

**Cost:** \$50.00 per person.

Enquiries: [socials@pcaucr.org](mailto: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



Porsche factory race car 959 displayed in the Porsche Museum at Stuttgart, Germany. Photo courtesy: Michael Pohlmann

#### 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.

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.

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.

# Porsche Club Photography

By Michael A. Coates

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

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# GROUP 905

Sunday, August 23, 2015

Story and photos by Wolfgang Lott, *Provinz* Contributing Photographer

A rather cool morning greeted us as my wife and I opened the garage. A top-down day to be sure, but jackets were required.

The blue sky was dappled with white clouds as we made our way south from Barrie to Aurora...always a wonderful drive on a Sunday morning.

Surprisingly, only four Porsches were there upon our arrival., considering the nice weather. Perhaps, the

opening of the CNE, or maybe the Marques d'Elegance, drew the 'moths' away?

Barry's meteor gray Boxster was there. Will's speed yellow, duck tailed, Carrera S and Frank's ocean jade metallic Boxster. We parked beside the speed yellow Carrera S.

Then, another 911 appeared...it was speed yellow as well, sport exhaust (by the sound of it) and sport design



lip and spoiler equipped. It parked beside our dark blue cabrio... which was now the filler in a speed yellow sandwich...nice!

Turns out, the owner of this 'new' yellow Carrera S, is Rob, who has been without a 911 for the past year (having sold his red 996 Turbo)...and he's had this 2007 Carrera S for just a week!

Very photogenic, our 997.1's...Will's 2005, our 2006 and Rob's new-to-him 2007.

Two hours passed quickly as we shared good conversation and coffee (and photos were taken).

Barry moved his Boxster to a nearby isolated spot to have some photos taken and inadvertently managed to reconfirm something about parking Porsches in secluded, isolated spots in vast, empty parking lots. It took all of 2 minutes, but someone drove up and parked right beside the Boxster!

Amazing!

There's bad news and good news to end the story.

As Barry, Will and Rob made their way homeward, a Police SUV stopped Rob. That's bad.

The good - the officer wanted to check that license, registration and insurance were in order (they were). Then, the officer had many questions about Rob's speed yellow 911...seems the officer is a car nut too!

Atta-boy, Rob! Only had the 911 for a week before getting stopped! Darn yellow!





# FRANKFURT ÜBERRASCHUNGEN: Mission E



Story by Pete Stout - Editor, *Panorama*. Photos courtesy Porsche Cars

**F**AST FUTURE: Porsche debuted its Mission E concept alongside the 991-2 in Frankfurt on Monday, September 14th, 2015. While the word has been out on the new turbo Carreras, the small electric sedan is sure to raise some eyebrows. With high style bodywork, a “needs based” all-wheel-drive system, and more than 600 horsepower claimed, this is Porsche’s answer to ever-faster Teslas.

The German carmaker says the Mission E accelerates to 62 mph in less than 3.5 seconds, hits 124 mph in under 12 seconds, and laps the Nürburgring Nordschleife in under eight minutes. It wasn’t so long ago that the 911 GT3 raised eyebrows with similar performance. Porsche claims a range of more than 500 kilometers (310 miles), and that an innovative 800-volt charging system allows a charging time of “just slightly longer than it takes to fill a car’s fuel tank today.” (Today’s EVs typically run 400-volt systems.) Porsche says its Porsche Turbo Charging (get it?) station can charge the Mission E to 80% capacity in just over 15 minutes. By doubling the voltage, the factory’s engineers say they realized advantages in charging times as well as vehicle weight, noting “the lighter, smaller gauge copper cables are sufficient for energy transport.”

The Mission E mounts its lithium-ion batteries low,



stretching them out between the front and rear wheels, to optimize the car’s balance as well as provide an extremely low center of gravity. The sedan’s body is constructed from aluminum, carbon-fiber, and steel, while its carbon-fiber wheels measure 21 and 22 inches in diameter, front to rear. The car is low, at 51.2 inches tall, and is a true pillarless design—with the front doors and “suicide” rear doors closing to meet one another. The Mission E dispenses with

door mirrors in favor of cameras, and uses the rearview mirror inside the car to monitor driver mood. Gesture-based UI is a new feature, while Organic Light Emitting Diodes (OLED) create a new take on the classic five-dial instrument cluster that moves with the driver—a la 928. The driver and passengers sit in lightweight race-style bucket seats, while bystanders see a three-dimensional “PORSCHE” logo hovering in the back glass element.

It will be interesting to see how similar and how soon for a production version of the Mission E, but Porsche has done a lot of the homework it needed to with its hybrid sedans and SUVs, not to mention the 918. And Porsche rarely introduces concept cars without moving on to produce them—think Gruppe B, Boxster, and Carrera GT...

(Article reproduced with the permission of *Panorama Magazine*.)





# PORSCHE RENNSPORT REUNION V



The largest gathering of Porsche vehicles anywhere and an expected crowd of 50,000 Porscheophiles!

Photos by Randy Gananathan *Provinz* Editor

Our intrepid *Provinz* Editor, Randy Gananathan, attended his first Rennsport Reunion at the end of September so we thought we'd include a few "teaser" photos just to pique our reader's interest. This huge gathering took place in beautiful Laguna Seca, California. Randy's full report and photos of this unbelievable event will be in next month's issue of *Provinz*—so don't miss it! For more information on this amazing happening please visit: <http://porschereunionsportreunion.com>.



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# AIR COOLED

## Social Media Gathering at the Porsche Centre Oakville

Story & Photos by Wolfgang Lott *Provinz* Contributing Photographer

**M**y bedside alarm went off early on Saturday morning, August 15th...got to head out early to be at the meet point in Etobicoke. Checking the weather I saw there was a possibility of rain but hoped there wouldn't be any (otherwise the 356's wouldn't come out).

"Aircooled" was advertised only on social media and local Porsche forums. The idea, and event, was organized by my friend Jakob Pospieszynski (along with Nicholas Russo). He reached out to Porsche Centre Oakville's marketing department in July about the possibility of a "Cars & Coffee" event being held on the dealership grounds. They were happy to welcome everyone to the front parking area of the dealership and would provide refreshments at the cafe.

I made it down to The Queensway and Islington by 7:20AM and dug my camera out. It had been a top up drive (in the 997.1 C4S Cabrio) as the skies looked threatening. I took some photos as Porsches arrived and met Stan and his lovely restored Aga Blau 912.



Then, very quickly it seemed, it was time to head to Oakville, so one dozen (mostly air-cooled) Porsches took off westbound. Put the top down as the skies had cleared... perfect! Amazing sounds those Porsches make!

After a too quick drive (meaning, it was over much too soon) on the westbound QEW we arrived at the off ramp, and the skies, which had turned dark again, opened. Top up again as the rain started, but by the time we arrived at Porsche Centre Oakville, the rain had stopped.

There were LOTS of Porsches there...mostly air-cooled. This water-cooled "cousin" sought an inconspicuous parking spot over at the far side of the dealership...and dug my camera out again...looking forward to the sights.

It was truly worth losing a little sleep, as there were many "firsts" for me this day.

My first visit to Porsche Centre Oakville and it is one big, beautiful dealership! I saw many early model 911's and got to examine Stan's beautifully restored Aga Blau 912 - really love that colour! I got to see a stunning completely original, silver 964 Carrera RS! There were some gorgeous GT3's in attendance, but of particular note were the retro-liveried Porsche Centre Oakville Motorsports GT3 and the brand new, Lava Orange, GT3RS! Stunning cars!

The last, and perhaps best, "first" was the Singer "Toronto" that attended. I'd guess the

colour was Geyser Grey (at least, it looked similar to that, not knowing Singer Vehicle Design's colour names). I've always been intrigued by Singer but oh-so-expensive! Seeing one up close, I saw the exquisite craftsmanship and attention to detail. Wow...I get it! Still need to win a big lottery though.

Despite the early rain shower that morning, 56 air-cooled Porsches attended! Porsche Centre Oakville provided refreshments and even gave out some of their Motorsport T-shirts, but I was so busy snapping pics and chatting, I missed out!

Many thanks to Porsche Centre Oakville and the organizers for this event! Similar events (with a broad focus on all Porsches) are planned for the future...looking forward to it!



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# THE MONTEBELLO TOUR 2015

## Our Report and Feedback on the First Annual Blinn/Zuccato Auto Adventure



By Mike & Molly Blinn. Photos by Rick & Claire Zuccato

### Day One

After months of preparation, our eager engines gathered in Port Hope on August 6th. After handing out our goody bags/ trip itineraries and signing the appropriate documents, we headed eastbound on the 401 to meet our last car in Brockville. Joined now by our final couple, we headed off again toward Hawkesbury in perfect top-down weather! Approaching Alexandria, we came upon a detour that took us off the beaten track and onto a dusty gravel road past farmers' cornfields. Over our crackling walkie-talkies came the voice of our past president, wanting to know, "If anyone sees a Tim Horton's out here...?".

Once we crossed the bridge into Quebec, we had a beautiful drive along the Ottawa River to Château Montebello. For those who have never been, the Château is the largest free-standing log structure in the world! It was built in the early 1930s and eventually become the home of the G7

Summit and NATO gatherings (in 1981 and 1983, respectively). Once we were settled at the Chateau, our group converged on the patio for drinks and then into the dining room for a sumptuous dinner and a great evening of camaraderie!

### Day Two

After breakfast, our group splintered into multiple directions taking advantage of all that Château Montebello had to offer. A group of equestrians took in a morning ride, while others availed themselves of spa services, took picturesque walks along the river or simply lazed by the pool or hot tub. At departure time, we returned to our private "Porsche" parking lot to regroup for a series of photos, sporting our Montebello hats and shirts furnished by Porsche Centre Oakville.

With great excitement, we fired up our engines once again, departing at around 2:30pm for Mont-Tremblant. The twisty river road took us through some beautifully quaint Quebec towns and we stopped in Lachute for our mid-trip coffee stop. Lachute was fun, as the Timmy's had parking for about 10 cars and all spots were taken! We arrived on the scene with 14 Porsches and parking was an interesting challenge, but we somehow made it work!

We then travelled along some of the most exquisite newly paved roads, which had us all very excited with the many hills, great twisty turns and stunning "post card" like lakeside scenery. We arrived at Mont-Tremblant for check-in at around 5:30pm and proceeded to put our



four-wheeled babies to bed for the night in our special underground parking area. Dinner was at 8pm at "La Petite Cachée" in the Old Village of Tremblant. We hired six large cabs to shuttle our brood to dinner and back. A fabulous dinner, great wine, many laughs and an all round awesome day!

### Day Three

Breakfast at 9am then a stunning gondola ride to the summit of Mt. Tremblant! Another perfect weather day and the view of the village, lakes and golf courses below were enjoyed by everyone. Our trip photographer, Rick Zuccato, had us in a school photo pose at the top of the hill...say CHEESE!

We headed back down to load our lonely four wheeled friends for another driving experience. We travelled along some of the most desirable Porsche roads in Canada on our way to Saint-Sauveur, Quebec! This was our lady's day drive as Martine Holjevac and Michelle Gamauf were at the helm of their Porsches for the morning trip, while Tour soloist Lesley Thouret continued to expertly carve the asphalt as usual, in her 911.

We stopped for an hour and a half for a "French" lunch in Saint-Sauveur before venturing on to Hudson. Once again, the scenery was breathtaking and the roads were freshly paved, delivering what could easily be called the ultimate driving experience!

The last portion of the drive into Hudson followed the shoreline and afforded us views of some very exclusive residences, the likes of which you might have seen on the "Lifestyles of the Rich and Famous"! We were met with a warm welcome at the Auberge Willow and escorted to our private Porsche parking lot. Once everyone was settled, we met in our private dining room for drinks and the night unfolded. We told our group that we had booked "private track time". We cleared the dining room table and set up a Hot Wheels track and the games began! Each

participant was furnished with a brand-new-in-the-box Porsche to race on the track! The top three winners left with some great prizes, and there was also a door prize table so that everyone left with something!! Given the volume of the cheering, laughing and carrying on, it was a blessing that we had such a large room to ourselves! Dinner was delayed due to our track time, but nonetheless it proved to be another amazing meal! Certainly, a most memorable night for all!

Rick and I would like to thank his bride Claire, and my better half Molly, for putting up with the numerous hours of planning and for their enthusiasm and assistance in helping to make this adventure come together so smoothly! Thanks also to Francesco Policaro and Nicole Trivieri for supplying us with the Porsche Centre Oakville items! We have also added some of the feedback that we've received from a few of our tour members for this article.

Rick and I have already started the 2nd annual Blinn/Zuccato tour, and the destinations etc. will be published shortly. I can tell you now that the theme will be "THE SOUND OF PORSCHE"! continued on page 32...





...continued from page 31.

### Feedback...

#### Walter & Sheila Murray

Rick, Mike, Molly and Claire - What a team. Your organization skills and creativity were outstanding. Your concern that everyone have a good time was incredibly considerate. The route and accommodation was excellent. We extend our sincere thanks for including us at the last minute and the weekend had to be one of the most enjoyable "Porsche" events we have been on. A tribute to you all. So thanks a mil and we look forward to participating with you on future events.

Regards,  
Walter and Sheila

#### Lesley Thouret

Wow, what a lovely fun event. I truly appreciate all the time that went into planning and executing this 4 day event. The twisty roads were ideal for getting in the groove of driving and pace. The scenery was beautiful from

mountains to river views. You picked such wonderful venues and managed a perfect balance between the driving component and enjoying the resort activities. A highlight for me was horseback riding with the girls in Montebello. And what a fun finish to the weekend with the Hot

Wheels Porsche racing contest. The camaraderie was awesome.

Thank you Mike, Molly, Rick and Claire for making this a delightful, relaxed and fun weekend, a highlight of the summer. I am still laughing about all the good times we shared. Looking forward to being together again. Congratulations on hosting a best in class event.

Lesley

#### Roberta & Dave Riddell

Hats off to Mike and Rick. I can't remember the last time Dave and



I had such an enjoyable car trip. Thank you for making us feel so welcome. We really don't know anyone in the UCR group as we live so far away and so don't participate in many outings. The camaraderie of you two was infectious. Molly and Claire were modest when asked about their involvement, but we could tell it was a team that put this together.

We loved the route and the pace of the ride. Accommodations were a good mix of small and large and city and rural. I've been telling our friends all about this trip because everything was so fun. Plus, I got to drive a new Porsche AND take it home. Please count us in for the 2016 tour where ever you go. If you do plan an Adirondack tour, Dave would be pleased to help with routes etc.

Take care and Godspeed.  
Roberta (& Dave)

#### John & Martine Holjevac

The Montebello Tour 2015 was a great experience for both Martine and myself. As "first timers" we weren't sure what to expect but we couldn't have felt more welcome by everyone and look forward to renewing those acquaintances at future PCA-UCR events. Beyond the camarade-

rie, the passion for Porsche automobiles and the desire to drive them skillfully was clearly evident. As a tour bonus, we even picked up some great driving tips along the way.

For something to be this well planned, organized, and executed, a significant amount of time and energy was obviously invested on your part. A big thanks to Rick & Claire, Mike & Molly - you folks hit a home run with this event! The destinations were great, the routes interesting and the driving was a lot of fun. Looking forward to the 2016 Tour! We will also be extending our thanks to Porsche Centre Oakville for their contributions.

Safe & fun driving everyone!  
John & Martine Holjevac

#### Guenter & Michelle Gamauf

Michelle and I arrived safely back at Chateau Gamauf around 7 pm. Although the drive started out cool and misty, the sun soon burned that stuff off and it was a beautiful drive home the rest of the way. We just wanted to let you know how much we appreciate all the work and organizing you did to put this whole event together. Based on our own experience, we know just how much planning is involved. We had a great time and enjoyed meeting other Porsche-philosophers. So a big thank you from both of us.

Guenter and Michelle





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# UCR CLUB RACE In Pictures

## UCR Grid Nasties rule the paddock

Photos by Michael A. Coates - UCR Club Photographer



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# TRACKTALK



Photo by 303 Imaging

By Dave Osborne, UCR Track Chair

**O**ktoberfest is coming! On October 17th & 18th we will have our annual Oktoberfest celebration and final event of the 2015 season. Last year's end of season dinner was so popular that we are going to do it again this year. On Saturday evening, after all the track excitement is over, we'll congregate in the main dining room of the tower to share a meal with all of our friends and to talk of the season past and the one yet to come. We're hoping that everyone will come out and join us for one last event before evil winter comes and takes away our fun. Husbands and wives etc. are always welcome but if you'll be bringing an additional person, please let me know prior to event Registration closing. Mentioning it at the front door isn't much help!

Instructors who participated in the 2015 Instructor Group Photo at CTMP in September will be able to receive their 24" x 16" full-colour prints at the Oktoberfest event. Prints will be provided rolled in a photo tube so that they can be framed or mounted as desired. I haven't figured out yet how to distribute prints to those who won't be attending, but I'm working on it.

Despite the Track Team's loyalty and devotion to the DE program, there is still a need to balance the time spent with business, family and friends. As our Chief Instructor Stephen Goodbody discovered after the birth of his son, there may not be enough hours in the day and there certainly aren't enough weekends in the summer! So a few seasons ago, Stephen started looking for a Co-Chief to take over some of his duties. Continuing to do the assignments and paperwork required for each event, Stephen needed someone to manage the trackside activities of the Instructors and in turn the Students, a few weekends per season – so he could enjoy his family and head to the cottage knowing that the program was in good hands. That someone needed to be respected by the Instructors, infinitely fair, and an organizer capable of making changes trackside. That person was Ian John.

Ian was taking a couple of seasons off from driving in order to spend some time and money preparing his track car, so being Co-Chief offered him an opportunity to remain involved with the program. Ian brought with him an intimate knowledge of all things DE and he is a brilliant organizer. I can't

tell you how much of a pleasure it was to work with Ian at the track as he juggled people and envelopes every morning, until everyone was looked after. He could still be called upon to jump into a car with the Instructors and to help out anyone who asked. Ian did everything that you could ask of him and did it with humour and grace. But as the saying goes, all good things must come to an end...

Quite understandably, Ian wants to drive his completed car (the nerve of some people!). With his track car project completed and some of his kids showing an interest in coming to the track, Ian is stepping down from the Co-Chief position. It's his intention to enjoy our events from the other side of the wall next season and I'm sure we can count on his help if we need it. So on behalf of the Track Team and I hope everyone in the DE Program, I'd like to thank Ian John for doing an outstanding job for us over the past few seasons. Thank you, Ian!

That said, it is important to the Program that we have capable, talented people managing our Track Events. While a great racer is a gifted driver, he/she may not always be the right person for a DE Program. Kimi Raikkonen is a brilliant driver, but I think his conversations would be too short for anyone to learn anything from him! Great communication skills, a likeable personality and having the skills to back it all up are all important traits for someone in a leadership position. It's also important for them to remember that this is Advanced

Driver Education, not racing – and that while some of the skills carry over, the aggression and risk taking doesn't. Safety is always the first consideration at UCR!

With an Instructor group filled with really great drivers, it must have been hard for Stephen to select a replacement to lead us into next season. But once again, he's made a great selection. The 2016 DE season will welcome Tim Sanderson as our new Co-Chief. I think he's a perfect choice and Tim will be a huge asset to our program and to our Instructors.

Tim has done everything from Targa Newfoundland to the GT3 Series but what stands out in my mind is that he was selected as Instructor of the Year by the UCR Track Team a few years ago. To me, that speaks to his skills as a teacher and his ability to pass his skills along to those who wish to learn. Welcome to the Team, Tim!

I hope that as many of you as possible come out to the Oktoberfest event and join us in wrapping up another amazing track season. The Track Team wants to thank you all for your support and for your participation in this phenomenal program. It's not just the cars, it's the people!

See you at Oktoberfest!

See you trackside,  
Dave



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# THE PORSCHE-PHILE

## Dream Machine Restoration

Story and photos by Michael Hyde – UCR Member

I first fell in love with 914's as a little kid. I would walk down to my grandparents' house a couple blocks away and right in the middle of the trip was an old dark grey 914 that had been growing into the driveway for years. I remember staring at it every time I would walk home from school or walk to my grandparents' house always thinking that THIS was what I would drive when I grew up. I (poorly) drew pictures of it, I mailed away for parts catalogues (this was before the 'net), and looked for books at the library that had anything to do with 914's. As I got into my teenage years, with the 914 down the street still growing into the driveway, I learned more about cars, mostly from helping my grandfather work on his 1929 Dodge, and watching open wheel and Le Mans racing with my dad every weekend. There were lots of pictures and articles and books on 911's, but not much on 914's. They were different from the rest of the Porsche world. Which for a teenager that just wanted

to be different, it was perfect. Once I was 16, I tried my best to talk the owner into selling me the 914, but he said he was going work on it some day. It disappeared a while later and I never saw it again.

After years of keeping 914's in the back of my head through marrying my high school sweetheart, buying a house and having kids, I stumbled upon a Kijiji ad for a 914 that was for sale less than 1 km from our house and I started talking to my wife about getting a project car. She knew from my going on and on about 914's when we were younger that this was really big for me and she



was completely on board. I already had experience in metal stamping and machining as I used to volunteer at the Canadian Warplane Heritage Museum in Hamilton restoring an old WW2 bomber, and I work at an auto assembly plant, but this car was going to be a BIG project for sure. So after a drive around the block, I fell in love again and bought it. It almost folded in half when I brought it home. I found expanding foam and roofing tar in the frame rails. But while the body was shot, I didn't care, I was in love, and since everything on the car worked, including the 2.0 L engine, it would be ok for parts. After having a few chats with the guys at Restoration Design in Guelph, I ended up getting a second bare 914 chassis that was in better shape and started the restoration.

I was determined to do EVERYTHING for the restoration myself. I worked on my welding technique and sheetmetal fabrication. I welded in new trunk and floor pans, chassis stiffeners and a few smaller patches here and there to get rid of the rust. I also tried doing the finish body work and painting, which I learned is not my forte. I scoured the Internet and 914world.com for more parts and help along the way. I rebuilt or replaced all the suspension, brakes, lines, etc. I even learned how to rebuild the old 901 transmission. My kids would come out to the garage and help hold the multi-meter or bolt on the steering wheel for me and loved coming out

to work on daddy's car on Sunday afternoons.

As for the engine, I had tossed around the idea of putting a 6 cylinder into her but, the more I thought of it, the more I wanted this car to stay different. I wanted people to hear the engine and ask "what the heck is that". So with a few great deals falling into my lap, I built a big 2316 cc 4 cylinder motor that only retained the timing gear as a stock component. It grumbles through the headers when it idles and really comes alive in such a tiny car once it gets up over 3000 rpm. Now that she's on the road, there's still things I can tinker on and a list of "maybe I'll get one of those for the car". Maybe someday I'll get her a better paint job too. But, when I drive her, you can't wipe the grin off my face with a baseball bat. She corners like she's on rails, stops on a dime and could very easily get me into trouble if I push the skinny pedal too much. She's definitely different. Just as I daydreamed years ago!



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# SKYWAY FUNRUN

## Planning Makes Perfect

By Jeremy Gunness, Fun Run Co-Host

**F**un Runs are all about beautiful weather, awesome cars, cool people, and great driving, so normally I'd write a Fun Run article about all of these things. However, since hosting a Fun Run was a first for me and my partner in crime, I'm going to write about our experience planning it instead. All I'll say about the event is that a fantastic group of PCA UCR members showed up despite the threat of rain, had a great drive through the countryside, enjoyed a delicious lunch, bought some brownies, and ended the day with a wine tasting under a sunny blue sky. I can think of worse ways to spend a summer's day in August!

Now I want to focus on what led up to this event. I've been a member of the Porsche Club for a few years and have been lucky to attend a number of Fun Runs

organized by fantastic and dedicated Porsche Club volunteers like Hazel de Burgh and David Forbes. When Hazel put out a call for volunteers to organize more Fun Runs back in the dying days of winter, I immediately asked my good friend Tom Lussman if he'd like to co-host an event with me. He said yes, Hazel gave us a ton of advice, and we got down to work.

Tom and I picked the area where we wanted to do the run, made a short list of places for the lunch and final stops, and came up with a name for the event. With Hazel's help, the Skyway Fun Run then got announced on the PCA site and filled up within two days! Hazel was certainly right about the demand! We still didn't know which route we were going to drive, exactly where we were going to stop, or how much it was going to cost, but three months was enough time to sort out those minor details. We were looking forward to the road ahead.

Getting the details right was a lot of fun and it was certainly a labour of love. Tom and I drove the route a number of times in the months before the event to get familiar with and refine the route, and we used a great online mapping tool, called "Plot-a-Route" which simplified the process of creating turn-by-turn printed directions. What a way to spend

time together, enjoying our Porsches while exploring great country roads! We also sampled a few of the restaurants in the Niagara area, which was a tough job for sure! The planning, pre-driving, and taste testing was completed a few weeks before the event and all the little details were planned with military precision.

Despite a few short bouts of rain, the day itself turned out to be a big hit. We received a lot of positive feedback and quite a few enquiries about next year's Fun Run. Overall, it was a very positive experience for Tom and I, and we're looking forward to doing it all again next year!

**"...a fantastic group of PCA UCR members showed up despite the threat of rain..."**



If you've ever thought about running an event of your own, I strongly encourage you to reach out to me or Hazel or to any of the other hosts for 2015. Maybe you'd like to host an event with another member, to give you an excuse to get on the road together? I'm sure there are plenty of members who would be happy to help and you'll have a great time throughout the whole process. If you choose to do it, you'll gain a true appreciation for the work that goes into making these events happen, you'll get more involved with the club, and you'll get to meet a lot of very interesting people. What more can you ask for? Hosting a Fun Run is a lot of fun!



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## PERIPHERAL VISION



By John Adam, UCR Historian

Our June Driver Education weekend event was preceded on Friday by our driver ed group providing track rides and lunch for some special needs kids and their parents and care givers. The annual event is organized by Jill Clements-Baartman. She needs to be thanked for bringing the idea to fruition and making it happen each year. I understand that we provided about 450 rides, followed by lunch for all.

These kids and their parents have had a tough go of it and it continues every day. It was hard not to shed a tear – after all, big boys don't cry. Or so we were told as youngsters. I have to say that big boys do cry, especially in private, when no one will see.

It was so much more than a charitable contribution on the part of UCR. We gave these families a day of fun in the midst of a difficult life. We MUST do it again next year. The Red and Black Run Group are steadfast in their support of this program. If there are issues with continuing the program, we have to find a way to resolve them. I understand that we may be losing our partner in providing the big tent. If so, we will have to deal with the issue – not give up the program.

Upcoming is the UCR election. It's time that you considered the slate which has been put forward for your consideration. We have some very strong candidates and we need your help to create the 2016 executive line up as well as adding event chairs. In November, we will host our Awards Banquet and welcome the new board.

The mind tends to wander at this time of year. October is chancy for DE events – the weather could be cold or even snowy. Winter works projects need to get done and the P-car is always due for some winter works or perhaps just an oil change before hibernation sets in.

Might as well give some thought to the 2016 Parade in Jay Peak, Vermont. It is 700 km to Jay Peak from Mississauga, a mere 7 hour drive. It's a little longer if you go via Montreal south shore but it is a shorter/slower route along US highways in upstate New York.

I recollect a delightful stop at Les Trois Tilleuls, Saint-Marc-sur-Richelieu, a few decades ago and it would be a perfect one night stop along the way.

Yes, June 19-26 is still way off in the future but there is nothing to prevent us from planning ahead. Put Parade on your new 2016 calendar. Watch *Panorama* for registration details.



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**Randy Gananathan**  
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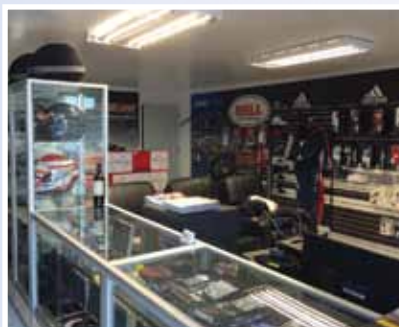
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