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



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

September 2015



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Cover: Unveiling the last of the "big six" Caymans. Photo by Randy Gananathan, Provinz Editor. See story on Page 24.



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PRESIDENT'S FORUM



By Mike Bryan, UCR President

The first thing I want to tell you is that *Provinz* has a new Editor. It's my pleasure to announce that after working with Emily Atkins and the team on a couple of issues,

Randy Gananathan is now firmly in the seat as Editor and has been fully responsible since the August issue of our monthly magazine. His appointment received unanimous board approval after ensuring that he was right for *Provinz* and *Provinz* right for him. Congratulations and thanks to Randy for taking on this role and for delivering his first edition in August. The good news for Randy is that he joins a dedicated and very capable team, every one of whom plays an essential role in producing *Provinz* every single month. The not-so-good news for Randy, although I know he'll see it as a positive and a challenge, is that Emily has raised and maintained the bar at such a high level. As you will no doubt recall, *Provinz* won the Betty Jo Turner Award for best newsletter among PCA's 140+ Regions for 2013 and the 2nd place award for 2014. So no pressure, Randy, no pressure. I can tease him like this because he has a great sense of humour, as well as the energy, confidence and enquiring mind that has brought him success as an independent businessman. Randy is an active club member and you're certainly going to see him around at UCR events. I don't want to steal his thunder, so I'll leave him to introduce himself and tell his own story in future issues.

As we welcome Randy, it's time to thank Emily Atkins for her consistently outstanding work as *Provinz* Editor over the last few years. I know how much we all look forward to receiving our own Regional magazine every month and we are certainly grateful for Emily's leadership and commitment in delivering this wonderful mix of reports, information and entertainment to us. When I took over my current position, I told you how proud I was of our volunteers and their capabilities. Well, Emily and the *Provinz* team are a great source of that pride and a fine example of what volunteers and teamwork can accomplish while they maintain full-time jobs and deal with all the other commitments life brings.

Last month I wrote about attending my first Porsche Parade and this month I'm going to tell you about another first. You'd think after 11 years of member-

ship I might have tried every club event, but just like most of you I've had to pick and choose and somehow had never attended a "Porscheplatz". Although I speak some German and understand the literal meaning, "Porsche Place", this eluded nothing to my enlightenment, so perhaps that's why I hadn't been sufficiently inspired to attend before. Anyway, this year I was there, and for those of you as unenlightened as I had been, let me tell you what it is and how much fun it was. Porscheplatz took place at the Mobil 1 Sports-Car Grand Prix at CTMP in July. Porsche Cars North America and Porsche Cars Canada had staked out a good-sized chunk of prime real estate overlooking the Front Straight and Corner 1, erected a big tent and, with our team of UCR helpers in place, were all set to host a weekend-long party. The area around the tent was reserved for their guests' Porsches and the tent itself provided a place for guests to sit while enjoying refreshments, race commentary and multiple large TV screens showing the race at each corner. There were barbecue lunches, some give-aways and raffles, too. With 110 guests present at the Sunday barbecue, I asked how many were UCR members and was delighted to see more than 100 hands in the air. A great turnout with nothing but positive feedback from our members who enjoyed the mix of socializing, race watching and relaxing in the sun. For me it was a great opportunity to chat with them and get to know them better. My thanks to our excellent team of volunteers who worked with the Porsche guys and the wonderful IMSA (International Motor Sports Association) team to make the whole event run smoothly and make it a great experience for all. To top it off, IMSA laid on some hot laps for us in a new GT3 RS and some parade laps in our own Porsches. Well, I hope I've managed to convey a worthy description of Porscheplatz and that you'll make a note to join us there for the fun next year. In the meantime, I encourage you to make the most of your membership and come on out to some of this year's club events.

Keep your eyes up and drive safely

Mike Bryan



SUBMISSIONS

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

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

Classified ads can be submitted through the website.

DRIVER'S SEAT



Randy Gananathan, *Provinz* Editor

Hello UCR!

Following the Porsche principle of intelligent improvements, I've moved our President's Forum to the front of the magazine, giving it due prominence as the first regular column.

The GT4's are here, dealers around GTA began making deliveries in July to the rebels of Toronto of the long awaited, a step beyond the boundary, last of the monster 3.8 liter normally aspirated flat sixes, that are no longer available from Zuffenhausen, the perfect machine for rampant performance! In its honour, we have dedicated the cover and centerfold article plus captured the dream of one of our lucky UCR members who displayed his GT4 at our August social.

So, as our UCR President requested on the preceding page, let me introduce myself. A car guy to the core, born with a mechanical curiosity, as my mother often relates the story of my first birthday where I received two identical battery operated cars that I had fully taken apart to understand how it all worked, that's before they got me in front of my cake! Yes, I did put them both back together I am told, so not a destroyer! Born in Ceylon, famous for our teas, and growing up in Sri Lanka, I grew-up in a Cuba of sorts where pre and post war cars survived three plus decades on a small island.

Most cars on the island were European, I taught myself to identify the make and model by the sound of the engine for practically any, except there were no Porsches in the country. The Mercedes dealer was approached by Porsche somewhere in the sixties, they never consumed, and a church friend who worked there gave me discarded brochures when I was 10. That's when my love affair began. I was totally smitten by the Porsche 356. Through my teenage years, I spent every afternoon at the British High Commission or USIS (now folded into The Department of State) library, as these were the only two locations on the island to read car magazines free!

My introduction continues in future issues...

Randy D. Gananathan
Editor-in-Chief

Write to me about everything: 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

JULY			SEPTEMBER		
4	Sat	Niagara-on-the-Lake Fun Run	1	Tues	UCR Board Meeting
5	Sun	UCR Autocross, CTMP Driver Development Track	6	Sun	UCR Concours d'Elegance, Burlington (Rain date – Sun Sept 27)
8	Wednes	UCR Board Meeting	8	Tues	UCR Social
9-12	Thurs-Sun	Zone 1 Porscheplatz, CTMP	12	Sat	Porsche of London Fall Fun Run
14	Tues	UCR Social	13	Sun	UCR Autocross, Toronto Star
17-18-19	Fri-Sat-Sun	UCR Driver Education, CTMP Main Track with NNJR	19-20	Sat-Sun	UCR Driver Education, CTMP Main Track
25	Sat	UCR Rally	26	Sat	Hearth Place Fun Run & Car Show
26	Sun	UCR Autocross, Toronto Star	27	Sun	Street Survival School, Powerade Centre, Brampton
26	Sun	Ancaster Fun Run	OCTOBER		
AUGUST			3	Sat	Muskoka Fall Fun Run
			4	Sun	UCR Autocross, Toronto Star
			6	Tues	UCR Board Meeting
			13	Tues	UCR Social
			17-18	Sat-Sun	UCR Driver Education, CTMP Main Track
8	Sat	Skyway Summer Fun Run	18	Sun	Fall Coastal Ramble
11	Tues	UCR Social	NOVEMBER		
14	Fri	UCR Introductory Driving School, CTMP Driver Development Track	3	Tues	UCR Board Meeting
15-16	Sat-Sun	UCR Driver Education, CTMP Driver Development Track	10	Tues	UCR Social
21	Sat	Muskoka Summer Fun Run	21	Sat	Annual Banquet, Islington Golf Club
22	Sat	Blue Mountains Fun Run	DECEMBER		
			1	Tues	UCR Board Meeting
			8	Tues	UCR Social

Calendar contents compiled by Garth Stiebel.



NEW MEMBERS Welcome!



Name	Location	Model	Thanks To
Efnan Abacioglu	Toronto	15-Macan S	Downtown Porsche
Drew Abbott	Toronto	15-Cayenne	Downtown Porsche
Salmaan Alvi	Unionville	15-Macan S	Downtown Porsche
Donato Ardellini	Toronto	11-Cayenne	Downtown Porsche
Mark AuCoin	Georgetown	07-911 CS	
John Barban	Guelph	10-911 CS	
Justin Barr	Toronto	11-Cayenne S	Downtown Porsche

Name	Location	Model	Thanks To
James Barry	Toronto	15-Macan S	Downtown Porsche
Peter Bonzelius	Mississauga	14-Cayman S	
J. Alain Boudreau	Aurora	99-Boxster	PCA Website
Farid Boutros	Scarborough	15-911 GTS	Downtown Porsche
Charles Brinamour	Toronto	15-911	Downtown Porsche
David Burstyn	Essex	15-Cayman	Porsche of London
Denis & Josh Callaghan	Waterdown	87-911	
Kelvin Chan	Richmond Hill	02-911	
Sherman Chan	London	15-Macan S	Porsche of London
Yong Gan Chen	Markham	16-Cayenne	Downtown Porsche
Lawrence Cheung	Markham	15-Macan S	Downtown Porsche
James Clarke	Samia	16-Cayenne GTS	Porsche of London
Claudia Cordoni	Maple	06-911	Downtown Porsche
Robert & Kristen Cummings	Toronto	15-Macan T	Downtown Porsche
Robert Demaria	Toronto	15-Macan S	Downtown Porsche
Savitari Dettwiler	Toronto	15-Macan S	Downtown Porsche
Sidney Engler	Holland Landing	11-911 T	Porsche of London
Joseph Etigson	Toronto	15-Macan S	Downtown Porsche
Alejandro Feo	Woodbridge	07-Boxster	
Mark Fert	Hastings	05-911	PCA Website
Steve Fitzhenry	London	15-Macan S	Porsche of London
Julie Fortin & Spencer Davies	Toronto	11-Cayenne	Downtown Porsche
Mark Gelowitz	Toronto	13-Cayenne S	Downtown Porsche
Bruce Gibson	Lakefield	14-Boxster	Downtown Porsche
Ron Gordon	Uxbridge	14-Boxster	Downtown Porsche
Alan Grattan	Brockville	72-914 / 93-911 C4	
Chaim Gross	Thornhill	15-Cayenne	Porsche of London
Trent Henry	Toronto	15-Cayenne D	Downtown Porsche
Wei Hong	Markham	15-Cayenne	Downtown Porsche
Yue Hu	Toronto	15-Panamera GTS	Downtown Porsche
Jerry Ip	Maple	15-Macan S	Downtown Porsche
Karim Jaravata	Milton	15-911 TS	PCA Website
Yilin Jiang	Thornhill	15-Macan S	Downtown Porsche
David Gordon Kazhila	Lindsay	12-Boxster	Downtown Porsche
Omar & Ayesha Khan	Oakville	15-Cayenne D	Downtown Porsche
Bernard Koenig	London	15-Boxster	Porsche of London
Howard Kutrer	Toronto	15-Macan S	Downtown Porsche
Leo Lam	Orillia	15-Macan S	Downtown Porsche
Won-Jae Lee	Toronto	16-Cayenne	Downtown Porsche
Justin Li	North York	15-Cayenne D	Downtown Porsche
Wei Hsuan Li	North York	15-Cayenne	Downtown Porsche
Alanna Lizzola	North York	15-Cayenne S	Downtown Porsche
Aron Locsei	Toronto	14-911	Downtown Porsche
Wei Chung Luh	Toronto	15-Macan S	Downtown Porsche
Robert Lymer	Toronto	15-Macan S	Downtown Porsche
Siu Ma	Richmond Hill	15-Cayenne	
Ariel & Paloma Manglallan	Burlington	07-911 C4S	Mantis Racing
Neil McCaw	Picton	90-911 C2	Mantis Racing
Sumit Mehra	Brampton	15-Cayenne D	Downtown Porsche
Ioannis Meletopoulos	Mississauga	15-Boxster	Downtown Porsche
Tony Miklavcic	Toronto	13-Cayenne D	Downtown Porsche
Mo Mohsenzadeh	Stouffville	84-944	PCA Website
Gergana Moskova	Mississauga	15-Macan S	Downtown Porsche
Carlo Muraca	Woodbridge	69-911T	Lucio Polsinelli
Celia Ng	Richmond Hill	15-Macan S	Downtown Porsche

continued on page 8...

Name	Location	Model	Thanks To
Yuk Kwei Ng	Markham	15-Macan S	Downtown Porsche
John Nimmo	Emeryville	15-911 GTS	Porsche of London
Andrew Pavani	Sault Saint Marie	15-Macan S	Porsche of London
Mavilzio Pilato	Woodbridge	15-911	Downtown Porsche
Ben Pook	Stratford	13-911 C4	
Demetra Pusateri-Andreou	Toronto	13-Cayenne GTS	Downtown Porsche
Syed Rahman	Markham	15-Macan S	Downtown Porsche
Daniel Rames	North York	10-Panamera	Downtown Porsche
Dirk Rasmussen	Oakville	03-Boxster S	
Richard Renaud	Rockwood	01-911	
John Rossos	Toronto	16-Cayenne	Downtown Porsche
Oleg Safir	Toronto	15-Macan S	Downtown Porsche
Yoganithy Sathyalcumar	Markham	16-Cayenne	Downtown Porsche
Kuldip Sehgal	Windsor	14-Cayenne	Downtown Porsche
Shuk Yin Shum	Markham	16-Cayenne	Downtown Porsche
Florence Shum	Toronto	15-Cayenne	Downtown Porsche
Frank Stadler	Maple	14-911	Downtown Porsche
Michael Steirman	Markham	14-Cayenne	Porsche of London
James Su	Toronto	04-911 C4S	
Sharaf Sultan	Toronto	15 Cayman	Downtown Porsche
Wei Ke Tan	Aurora	16-Cayenne	Downtown Porsche
Andrea Thielk	La Salle	13-Boxster	Porsche of London
Gerald Throop	Toronto	16-911 GTS	Downtown Porsche
Fraser Wilson	Toronto	11-911 TS	Downtown Porsche
Judy Winberg	Toronto	16-911 GTS	Downtown Porsche
Gregory Yiu-Wing Wong	North York	15-Macan S	Downtown Porsche
Tyrone Wong	Markham	15-Macan S	Downtown Porsche
Weigi Wu	Windsor	15-Cayenne D	Porsche of London
Qiong Xie	Richmond Hill	16-Cayenne	Downtown Porsche
Bin Zhang	Scarborough	15-Macan S	Downtown Porsche

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

ANNIVERSARIES

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25 YEARS

Tom & Cynthia Brown
Hank &
Barbara Franczak
Denis Gubert
Ken Nicholson

20 YEARS

Susan Davis
Jasper Man
Andrew & Laura Parkes

15 YEARS

Reinhart Drawetz
Paul Lai
Dave Stormont

10 YEARS

Eleanor Gurd & David Lynch
Scott Hunter &
Nina Mankovitz
Michael Marcello
James & Denise Norman

Mark Segal
Allan & Claire Speed
Sheri & Neil Whitlock

5 YEARS

Gary Browne &
Lindsay Williams
Darren DeRoos
Craig Evans
Amir Farahmand
Wallace & Brett Muraki
Christopher Nelson

David Smith
Randy Sparre
Jan Switalski
Harry Tyson Vegter
Peter & Sandra Zulauf



THE WAY WE WERE...

25 Years Ago

Cover photo is eight DE drivers that were at Mid-Ohio. We looked younger then. We had just picked up our second “Region of the Year” trophy at Parade. **Bruce Farrow** was promoting our Shannonville DE events. They were single-day back then. The Awards Banquet was to be at Ontario Place with speaker **Bill Adam**. Cost was \$50. **Jim Kenzie** was speaker at our monthly Social. The Nominating Committee was soliciting. **Crawford Reid’s** 944 Turbo had a cute blonde draped over it as an attention-getter. Crawford, is Mary Ann still blonde? **Elizabeth Spivak** gave lessons on how to pack a 911 with four people and all the luggage you need for a week away. Very tricky job! **Howard Dexter** was taking two-lane roads to Mont Tremblant while the fearless foursome of **Van Wert** et al plus a few others were learning Le Circuit.

20 Years Ago

Super Dave Osborne won the Toronto Star Wheels Driving Challenge and enjoyed a day at the Bridgestone Racing School. **Alan Jones** was featured in the Financial Post article about “the need for speed”. **John & Rosemary Adam** had just completed their Porsche factory-sponsored 5,000 km tour of Europe. **Andy Wright** and **Ian John** were doing a Multi-Event weekend at Pillar and Post in NOTL. **Ben Ciantar** did a comprehensive historical review of the Pfaff dealership in Newmarket. Ben also reported on his 944 engine mods and a new exhaust system that improved performance. **Ken Jensen’s** fun runs were the coming thing.

15 Years Ago

Mario Marrello joined. **Theresa John** was arranging the Awards Banquet by the lake in Burlington at \$75. **Andy Wright** talked at length about the advisability of car mods. **Paula Sellner** wrote about **Lennox McNeely’s** Around the World in 80 Days rally. Centre spread was pix from the Club Race. **Kathrin Menge** wrote about flying to Parade in Sacramento out of Detroit on Southwest Airlines.

Contributed by John Adam, UCR Historian



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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

Date: Tuesday, September 8, 2015, 6:30-9:00pm

Venue: Porsche Centre Oakville, 2250 South Service Road West, Oakville, Ontario L6L 5N1

1-855-765-4227 www.porschecentreoakville.com/
Our September Social will be held at the beautiful premises of Porsche Centre Oakville.

PCO has graciously offered to host our UCR members in their spectacular facility. This will be a mix and mingle Social to enjoy great conversation with your fellow UCR car enthusiasts as well as to meet the Sales Executives and Certified Brand Ambassadors with Porsche Centre Oakville. With beautiful Porsches on display, this promises to be a lovely evening!

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



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 (preferably) or send an RSVP via email to socials@pcaucr.org if you plan to attend.



AUGUST SOCIAL

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

The anticipation for this event was high on all fronts. Will the new GT4 and GT3 RS models be on display? How many members will actually show up in the traditionally slow month of August? Will the expected rain hold off? Will the new venue live up to expectations? Will the guest speakers show up?

Organizing UCR Socials isn't the easiest of tasks because of these unknowns. A near record high of 97 members and guests attended our first ever social at the Islington Golf Club on August 11, 2015. It was especially nice to see many long-time UCR members in attendance. Thanks go to Kathleen Wong's aunt for the connection to this beautiful club, conveniently located in west Toronto not far from Dundas and the 427. We dined on a carved hip of beef, steamed medley of vegetables, fusilli pasta and freshly baked cookies and coffee/tea for only \$30 per person, including taxes and gratuities. The food value proposition exceeded our expectations!

After dinner, UCR President Mike Bryan gave an update about recent events. He announced that our club had won the PCA National Award for membership growth and that Upper Canada was now the largest region in North America. Mike then presented UCR Pins to a record number of new members or first time Social attendees. Those receiving pins were Harry Bhandal, Matteo Bavaro, Jay David, Nik Djordjevic, Aaron D' Souza, Bill Gotro, Lance Green, Kevin Hopp, Robert Hosking, Keith Jolly, Leo and Eva Jorge, Peter and Wendy Lockhart, Yannie Meletopolous, Chris Milosh & Karen Mickelson, JP Tanguay & Susan Ritchie, and John & Susan Van de Vegte. We hope to see these members again at other UCR events! Special thanks to the Bill Gotro for bringing his brand new Cayman GT4 for all to admire.

Hazel de Burgh then updated us about our increasingly popular Fun Runs, Rambles and Tours. Hazel also



The New GT3 RS and Cayman GT4 were in attendance.

encouraged members to learn more about how they could host these events. Hazel promoted the final Street Survival School to be held in Brampton on September 27, 2015. This community service event is designed to train new drivers with less than 10 years of experience.

The highlight of the evening though, was a brand new Lava Orange 991 GT3RS. This coveted press car was driven to the social by Jonathan Thomson, Marketing Planning & Product Manager for Porsche Cars Canada, Ltd. (PCCL). Jonathan spoke about the origins of the RS series of Porsches and demonstrated the key differences between the GT3 and GT3RS in a series of excellent side-by-side visuals. Jonathan was accompanied by Ben Badenoch, Marketing Coordinator and Kathrin Menge, Customer Relations Manager, PCCL. After dinner, Jonathan parked the GT3RS in front of the club entrance and gave virtual test drives to anybody who wanted to get into the car. The engine was running and while most drivers were gentle with the throttle, Hazel enthusiastically revved the engine towards its 8800 RPM limit.



Bill Gotro proudly shows off his new Cayman GT4.



A record number of New Members Received UCR Pins.

FUN RUNS, RAMBLES & TOURS



Photo by Gloria Figueiredo

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

Our 2015 Fun Run program has been a great success so far! By time of writing at the end of July, approximately 350 members have participated in these events, and there are more events to come. For many of our members, these events are the highlight of their driving season. For those members who haven't been on one of these events, you may be wondering what's involved.

Think about your favourite Porsche driving routes: they normally involve exploring some twisty roads, picturesque scenery, hills, charming villages, lakes and rivers, pit stops and lunch. Now think about driving these types of routes with other Porsches, on a route that has been carefully planned for you in advance, with complete driving directions, some interesting pit stops, a leisurely lunch and plenty of opportunities for socializing. That's what you can expect on a UCR Fun Run, Ramble or Tour. These events are open to any member of the Porsche Club, driving any Porsche, from old to new, including sports cars, sedans, and SUVs. They're safe, fun events, at normal speeds, and the directions are not intended to get anyone lost.

Here's a summary of the differences between a Fun Run, a Ramble and a Tour:

- UCR's Fun Runs include all of the elements described above. They typically last 4-6 hours, including 2-4 hours of driving in groups of 10-20 Porsches. There are 10 Fun Runs on the calendar for 2015, including one in July that is written up on page 18 of this issue of *Provinz*. At the time of writing, there was only one remaining Fun Run with space available: the Porsche of London Fall Fun Run on September 12.
- UCR Rambles are similar to our Fun Runs, but the participants are not required to drive in groups. Of course some groups will naturally form, but that's not a requirement, and groups may get split up along the way. These events could be a few hours to a few days long, and the number of cars is limited only by the capacity of the venues to be visited. There are two Rambles for 2015, one in August, and the other on October 18th, which still had space available at time of writing.
- UCR's Tours are longer than our Fun Runs, and typically span a full weekend, with overnight stays at one or more hotels along the way. For 2015, we've had 3 Tours (so far): two in May and another in August.

If you haven't participated in one of these events, you don't know what you're missing! They're a lot of fun, and a great opportunity to enjoy your car with fellow Porsche aficionados. To book one of the remaining OPEN events or get on a WAITLIST, please contact the relevant host as noted in the table of events.

And if you're thinking of hosting a Fun Run, a Ramble or a Tour, let us know. There are many open weekends between now and the end of the year, and we're already starting to plan for 2016. We'd be pleased to help you get your event on the road, including providing tools with some sample routes. Hazel de Burgh (hazel.deburgh@gmail.com or 416 558 2929) David Forbes (david.forbes@rbc.com or 647 409 1346).



Photo by Michelle Gamauf

UCR's 2015 FUN RUNS, RAMBLES & TOURS (so far):

	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	Gunter 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	SPACE AVAILABLE	Mike Salter	mike@porschelondon.com
13	Sep 26	Hearth Place Fun Run & Car Show	Fenelon Falls	WAITLISTED	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	Prince Edward County	SPACE AVAILABLE	Randy Gananathan & Steve Revoy	rdgananathan@gmail.com

DESCRIPTION OF UPCOMING EVENTS:

Saturday, September 12: Porsche of London Fall Fun Run

OPEN

This year's Fall Fun Run will start at Porsche of London and then explore a picturesque route south to our luncheon destination in the charming town of Port Dover, on the shore of Lake Erie, where the group will enjoy a hearty lunch and traditional Porsche camaraderie. After lunch, participants can visit Port Dover's unique shops and boutiques, historical sites, sandy beaches and a romantic pier—at their own pace.

For more information or to register, please contact Mike Salter: mike@porschelondon.com or 519 601 1322.

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

WAITLISTING

This year's Hearth Place Fun Run will begin with breakfast at the Hearth Place Cancer Support Centre in Oshawa. We will then travel picturesque back roads past beautiful lakes, scenic farmland and through charming communities to our lunch destination at Eganridge Resort & Spa in Fenelon Falls, the "Jewel of the Kawarthas." Our route will then loop back to Whitby past more lakes and rivers for more UCR camaraderie and a Car Show where our cars will be on display for cancer patients and their families.

Saturday, October 3: Muskoka Fall Colours Fun Run

WAITLISTING

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 event will explore the picturesque north shore of Lake Ontario from Newcastle to Prince Edward County. We'll follow curvy tree-lined and canopied country roads through an Autumn paradise of colour! After a hearty harvest lunch, your options are to stay with the group and drive back past the northern shore of Rice Lake, or to break away and explore photogenic Prince Edward County at your own pace. Co-hosted by Randy Gananathan and Steve Revoy. Please contact Randy by email to register at rdgananathan@gmail.com. For further information, Randy and Steve can also be reached by phone.

Randy: 905 780 9670. Steve: 905 837 8591.

Enjoy!



TECH SESSION

Cancer Prevention-Effluent Free

By Zoran Halavanja of ZoroTech



Before and after views on the same car. Even the manifold cleans-up well after Dry Ice Blasting

Porsche owners can be meticulous and a very special breed. Every Tech knows how picky Porsche owners can be with their cars. On a recent trip back home and traveling through Europe, visiting friends and tech centres, I came upon a new technology that has caught on rapidly across the Atlantic. Cars are brought back to pristine new like status with effluent free cleaning using what appears to be nothing more than compressed air! It prevents the cancer that sets in due to our climate. The before and after photographs on this page show the amazing outcome of this process that is very new to Canada and USA. What is it? Simply stated, it is dry ice blasting. How does it work? Real simple: dry ice as you know, is compressed solid CO₂ that sublimates at -78.5° Celsius and carbon dioxide is

present in the atmosphere, so it is relatively easy to capture and compress into solid matter without additives. Yes, it requires rather heavy duty and specialized equipment, but it is completely free of other chemicals and is a non-condensable gas. The technology is approved by the Canadian Food Inspection Agency and FDA in USA and used extensively in the food and pharmaceutical industries. If it is good enough to clean surfaces in food and pharma, then it can't be bad at all for our precious Porsches? That's right, it is non-flammable, non-conducting, and non-polar and directly sublimates to gas to boot! After seeing the results of how dry ice particles can remove grease, road grime, oxidization, discoloring and a host of other unwanted matter from the engines, undercarriages, bodywork and interior.



Before (above) and after (below) Dry Ice Blasting



clean broad swaths of surfaces or even aggressively remove rust and even paint from metal and composite surfaces without damage to the base material. Carpets and leather seats can be cleaned to astonishingly bring back the stitches on detailed leather seats to as-new condition! Even carpets and leather seats that have been damaged by a spilled milkshake will be completely restored to factory fresh condition with dry ice blasting. The engine and underside of the car can be brought back to original cleanliness for concours finishes that would have never previously been possible with the old methods of solvents and other cleaning systems. Engine overhaul is pure bliss with dry ice blasting of all dismantled components because nothing is distorted, no abrasive misadventure, no time-consuming solvent bath cleaning. Nothing, but pure clean components that look new again. Dry ice blasting your car will make it as clean as possible and concours-ready or is simply the best method of preserving your vehicle prior to putting it away at the end of the season, requiring minimal effort to shine next Spring when the snow melts.

Below: Salt stains on carpets are completely removed

Unlike media blasting where there are many related issues, dry ice blasting does not leave anything behind because the CO₂ particle does its job and disappears. In other words, dry ice is fed into a very high-pressure air compressor that blasts the ice particles on to the surface being cleaned at -79°C and because the particle instantly micro-freezes that area and is abrasive at the same time as it sublimates, dry ice blasting can easily remove adhesive, oil or other films and dirt with no residue whatsoever because it vaporizes on contact, milliseconds after freezing the area being cleaned, penetrating and lifting anything undesirable from almost any surface. With the proper size nozzles, dry ice blasting can be used to





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TIRE RACK STREET SURVIVAL SCHOOL

By Mario Marrello, UCR Past President

UCR and the BMW Trillium Club host the GTA Street Survival School on September 27, 2015 at the Brampton Powerade Centre.

We are looking for volunteers! We have opportunities for everyone, from in-car coaches to general volunteers. This year, we've set up a website specifically for Street Survival School volunteers to help you find everything you need to know about volunteering for this great event.

Check out this link to visit the volunteer website: <https://sites.google.com/site/ssstrilliumucr/>

Each club also has a Street Survival School webpage: <http://www.trillium-bmwclub.ca/Street-Survival>
<http://pcaucr.org/driving/street-survival-school/>

As you already know, volunteering for the Street Survival School is a great way to contribute back to the community with skills that you have developed as a result of being part of PCA and UCR clubs. Of course, you are more than welcome to call or email me with questions or concerns. Please email if you are interested in helping out.

For more information, please contact: Mario Marrello, Tel: 647 700 0093 or e-mail me at: m.marrello@computer.org

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LAST EVENT FOR 2015: Sept 27 from 8am-5pm at the Brampton Powerade Centre
 Hosted by Volunteers from the BMW Club & Porsche Club – **OPEN TO THE PUBLIC in ANY CAR!**
 For more information or to make a reservation, visit pcaucr.org/street-survival-school/

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PORSCHE



Ancaster Fun Run



Story and photos by James Pearson, Fun Run Participant

On July 26th, participating members of PCA UCR gathered at the western edge of the Dundas Valley at Queen's Rangers Public School, Copetown, Ontario on a brilliant, sunny Sunday morning.

Copetown is the self proclaimed "Hub of the Universe", just a short distance from the World's Fair in Rockton, held annually in October, home of the best demo derby in the area. Copetown is on Governor's Road or Kings Highway #99. The military road was finished in 1793 linking St Lawrence York with London on the Thames. Members of the Queen's Rangers, King's Regiment and Butler's Regiment militias were given homesteads as they cleared the right of way. Old 99 was an original transportation spine later replaced by King's #2 and the 401. Today, it is a back road through the Dundas Valley.

Twenty-two Pcars arrived. It was an eclectic mix with an immaculate, bespoke 914, a red 944, Carreras, Boxsters, a Cayman and a white Cayenne, which the owner described as a "bread truck". Nice truck!

It was wonderful to meet such interesting people. Some had travelled quite a distance for the event. All were looking forward to a great day. There was lots of chatter about the cars and everyone was so friendly, making new friends, exchanging introductions as each car arrived.

Our host, the ever gracious Neil Dowdell,

ensured that everyone signed the waivers and gave us the order of the day with the route that he had carefully plotted for us to enjoy.

Off we went, heading east along Governor's Road then north up Middletown Road finding our way to the hamlet of Christies Corners. We made quite the sight as 22 Porsches rumbled along the back roads as churches were letting out. Then it was north on Crooks Hollow, past two ruined gristmills on Spencer Creek, past Webster's Falls to Sydenham Road overlooking the valley and Hamilton to the east.

Down we went into the valley and through the town of Dundas on side streets. Lights and traffic separated our procession somewhat. The tail end caught up with the group at Weirs Lane just past the valley brow.



Next we headed south on Mineral Springs Road to Sulphur Springs, past the Hermitage Ruins to Lovers Lane in Ancaster and west along Jerseyville Road, down the hill to Spring Valley.

Back in the day, Jerseyville Road was a barely used, hard packed gravel rural road. A bunch of us kids built go-carts out of scrap lumber and baby carriage

continued on page 20...



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...continued from page 19.

wheels. They were crude to say the least. You steered the thing by pushing your Keds left and right on the front axle. Brakes had not been invented, that was left to later models. The preferred method of stopping was to use your feet, or in an emergency to push hard right or left to induce a wild oversteer slide, hoping that the thing would not roll.

Sweet, Sweet Memories...

From there we headed north of 52, then west through the village of Orkney, skirting Lynden and through the hamlet of Harrisburg, just north of Brantford. We wound our way down Sawmill Road, through the village of Carluke, past the Cranston Farm (best corn in the area) and north on Fiddlers Green Road.

Soon enough we found ourselves at Kelsey's in the Meadowlands. Cold beer and great company go hand in hand. Sheila and I had a delightful chat with Wally and Barb mostly about fun runs and Porsches.

Sunday mornings are a great time for fun runs as traffic is light. Back roads are best for the scenery and relaxation. Porsches attract attention, as all of us know. Twenty two shiny Porsches in a row attract even more attention. We were razed a couple of times by folks on motorcycles. Everyone drove responsibly with the odd rip when the coast was clear so as not to bother others.

It is a joy to see the number of people out on bicycles on the back roads. Some in groups, some with all the gear and some alone. Back roads can be narrow, bumpy and many do not have a shoulder.



Mix in hilly terrain and there is a recipe for trouble. As motorists we have a responsibility to exercise great care and patience to ensure that everyone is safe, yielding the right of way as required. Coming over a hill at speed to find a gaggle of bikes on the other side would not be good.

Neil said some parting words and encouraged us to attend the Club Race at CTMP, perhaps to volunteer. Neil was thanked on behalf of all of us.

Great day, wonderful folks, and terrific cars, with thanks to Neil Dowdell and PCA UCR! Its all about the people, not just the cars!



Hearth Place Kicking Cancer for Kids

EVENT DATE

SUNDAY, SEPTEMBER 27, 2015

EVENT TIME

10:00 A.M.

LOCATION

CANADIAN TIRE MOTORSPORT PARK

JOIN US

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

WHY

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

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

WHAT

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



REGISTER or DONATE

www.hearthplace.org/insideride

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PORSCHE



UCR RALLY DAY!

UCR's "True Rally" format means navigators are as important as drivers

Story by Sajjad Butt, UCR Rally Chair, photographs by Hamsha Pathmanathan and Sadia Butt

Saturday July 25th turned out to be a beautiful sunny day. Porsches of all colours and various models revved as they drove into the parking lot at the corner of Britannia and Tomken one by one. It was a sight to behold and a sound to be heard.

At close of registration, 32 cars were entered, five entrants called to inform their navigators were indisposed and six cars were no shows at the rally. Most entrants of the 21 cars that came to the event were first timers and all did really well with learning rally techniques. After registration and the drivers briefing, cars were lined up, the first leaving at 9:30 am, followed at one minute intervals by the remaining 20 cars, every engine roaring as it departed on a day of adventure. Drivers were

given detailed directions for the first 10 kms and were required to check calibration of their odometers at the 10 km marker point, reset their trip meters and adjust their distance measurements calibrating for any odometer variance. After that they were required to navigate using directions provided as left, right or straight on route points, strictly by kilometer distance travelled. No street names or landmarks, so it was a true rally with navigators playing as important a role as the driver in a team effort!

The route was a combination of urban and rural roads. Porsches drove through industrial, residential and farming areas, winding up and down escarpment roads that thrill Porsche drivers past breathtaking



“Most entries were first timers and did really well learning rally techniques...”

scenic spots for navigators, culminating finally with long straight stretches giving teams time to talk to each other and relax on the final leg between control six and seven.

The competition was quite tight with barely a few points separating the first 15 cars. Most teams lost

points before the first control, where competitors went through an adjustment or learning period. All of the remaining controls were really closely contested when everyone settled-in and focused on the rally.

Dave Stewart with navigator Mike Arthur in Car No. 21 did very well, having won previously and came in first as they lost only 14 points. In second place were newcomers, Darius and Simona Muica in Car No. 13 and in third place were Roy and Ryan Tam driving Car No. 7. Eric Gordon with wife Christine came in 4th place. Another husband and wife team, Frank and Helen Valente came in 5th place.

continued on page 26...



UNVEILING: PORSCHE CAYMAN GT4

Taking
delivery of the
last of the “monster sixes”...

Story by Bill Gotro, PCA UCR Member, Photos by Randy Gananathan, *Provinz* Editor

Ever since I can remember I’ve been a car “nut”. Growing up in a small town outside of Sudbury, Ontario, there were mostly cars from the “Big Three” manufacturers, with the odd VW Beetle thrown in. Somehow I must have come across a picture of the Porsche 911 and the love affair began. Once I moved to Toronto, I began to see more and more of these cars. Throughout my teens and as a young adult I started buying Porsche posters, diecast models and Porsche books. Never did I think even in my wildest dreams that I would someday own one.

My first Porsche only came last year, in September 2014. I saw an ad on Auto Trader for a 2012 Cayman R at Porsche Centre Oakville. I decided to go ahead and inquire about this car, and was contacted by Nik Djordjevic, Sales Executive and Globally Certified Brand Ambassador at the Oakville dealership. I was wondering how I would ever go about paying for this machine. Well, at that time I had a 2010 Mitsubishi Ralliart tuned beautifully by a local well-known tuner and a 2011 Evo, also tuned by the same fellow.



I thought, why not trade both Mitsubishi's in on the Porsche to make my payments somewhat affordable. And so, on September 13, 2014, at 67 years young, I finally joined the Porsche clan.

Along came February 4, 2015, and Porsche Canada announced a new car, the Porsche Cayman GT4. Nik emailed me that morning saying he had found the right car for me, sending me the Porsche Canada press release along with pictures of the GT4. Fabulous car, I thought, but looked to be out of my price range. Later that morning I phoned Nik and he ultimately convinced me to put down a refundable deposit on this car. Turns out they were guaranteed a small allotment and I lucked into that group! And the rest is history.

The wait began and—eventually—on August 5 of this year I got THE call! My Guards Red GT4 had arrived at the dealership! A PCA UCR friend picked up my stepson and I in Whitby the morning of August 8 and drove us to Oakville to meet my new car. My appointment was scheduled for 11:30 with Matthew Pedias, Porsche Product



Bill Gotro unveiling his GT4, assisted by Nik Djordjevic of Porsche Centre Oakville.

Specialist—the first dealer based, Germany-trained product specialist in Canada and USA who not only delivers every Porsche sold by Porsche Centre Oakville, but also remains the technical go-to person for customers after delivery.

We were greeted and warmly welcomed by Nik and Matthew, my car was covered-up, and Nik played Best Man assisting me with the unveiling, the lifting of the bridal veil if you may, to fully reveal the beauty beneath. Photographs, catalogs and even the videos online don’t do justice to the real thing! A sight to behold and inside, those 918 composite bucket seats, yellow needles on gauges, the belt strap door openers, Alcantara™ suede leather like material all around, brushed aluminum trim, Man! Everything screams motorsports, even the imperious 385 hp mid mount coupled to the sport exhaust, a button I plan to use regularly!

I had almost memorized the electronic version of the GT4 Owners Manual while waiting and dreaming of this machine, but Matthew was able to give me practical and useful hints on vehicle operation and the nuances and differences from my first Cayman R. Eventually he pulled the car outside after completing all the paperwork for my long journey of enjoying this awesome machine. Porsche Centre Oakville exceeded my car buying experience in every imaginable way.

Driving off from Porsche Centre Oakville, my thoughts drifted back through life, through all my years of Porsche dreams and I’ve never had a better experience spending so much money and the car is everything I would have expected from a Porsche of this caliber. The light weight buckets from the 918 are simply fantastic, as is the smaller diameter steering wheel. The 6-speed gearbox is terrific and will only get better. The ride is more than comfortable on the street and the exhaust sound is, well, terrific. My GT4 looks absolutely beautiful sitting in my garage. I think I’m in love!



Matthew Pedias introducing the GT4's features to Bill Gotro.

...continued from page 23.

A special prize was awarded to Car No. 18 for being the only ladies team of Lesley and Alena. Interestingly, Car No. 16 with Tom and Heather Christensen, Car No.10 with Sener Erya and Yalcin Suer and Car No. 12 with Chris and Larry Kotseff came in very close with only one point separating them. The last team, Car No. 3, with husband and wife David & Carrie Tipton won the Special Navigator prize, even though they took last place, because they drove the entire route with a non-functioning odometer!

Many thanks go out to our cheerful control officials Andy, Molidina, Manzar, Rubie, Surinder, Karen,



Hamsha and Sadia. Everyone worked very hard to make this rally a success. A final thank you to Bakhtar Kabab Restaurant for providing a delicious lunch! 🍴



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GOT A GREAT RIDE? Share it with the club

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

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

Randy Gananathan
Provinz Magazine
editor@pcaucr.org



It's not just the cars, it's all about the people... Send your story!



A QUESTION OF INSURANCE

When are you covered for on-track activities?

By Christopher Wojcicki - UCR Member At Large

On June 9th last summer I was participating in an open lapping event organized by JRP Motorsports at Canadian Tire Motorsports Park. This was similar to our own Porsche Club Driver Education events. Last year I had purchased a 2014 Dodge Viper GTS. I had other Vipers in the past and so I wasn't completely unfamiliar with them. This one had over 600 hp and was Chrysler's latest offering and so I decided that there would be no better place to get a feel for the car than to track it at Mosport. Let me say that I am also a Porsche Club Member as my other car is a 996 Turbo. I have had prior experience at Mosport during driver education events and have participated in other similar lapping days at the track so it was not my first experience at Mosport. My new Viper was insured under a Standard Auto Policy available to all drivers in the province I am told. It had "all perils" coverage combining both collision and comprehensive coverages. I had no specific endorsement entitling me to use the car on the track although I have learned that no such coverage is necessary.

My morning started rather uneventfully like most track days before it. After a tech inspection and a driver's meeting I was assigned an instructor and was eager to get started. The morning lap sessions went well. The track conditions

were good and the weather was pleasant and sunny. Lap to lap I became more comfortable in the seat of the car. The power and performance capabilities of this vehicle were undeniable. After a short break for lunch I would go out in the afternoon sessions without my instructor. I gained more confidence with each lap under my belt. I would talk myself through my work zones and maintain focus on the task at hand. And then, on what would be the last lap of the day, I would bring my Viper to the crest of the hill at the end of the straightaway approaching Turn 8. I eased off the throttle and a rather unfortunate incident would then occur as I downshifted from 5th gear to 2nd (instead of 4th). I felt the rear end wheels lock; the car went right and slid onto the grass heavily impacting the concrete retaining wall. I was shaken but not hurt. No airbags were deployed but the car absorbed the impact. Not a pretty sight I thought to myself as I stood by as a flatbed truck was called to clean up the mess. My car was totalled. I stood there stunned not quite realizing at first that my brand new Viper was lost. I think I was more concerned with getting the track cleared so that my colleagues could resume their track experience, and then it struck me. How would I go about paying for the damage to the car? Would I have to replace it? And would my insurer cover me?

The car would be towed to my local Dodge dealer and the process of getting appraisals and estimates for the damage would begin. I did not purchase the optional depreciation waiver rider on my policy, which in other circumstances would have required my insurer to pay the full replacement cost of the car, as it was less than six months old.

The damage estimates would exceed the value of the vehicle according to my insurer. The car was a write off they would conclude.

I would be asked to provide a sworn statement to my insurer regarding the circumstances of the collision. I told them the truth that I had wrecked

it at the track. I provided a Proof of Loss, and then three months would go by without a response to my calls for the insurer to pay the claim. I started to get an uneasy feeling.

I came to learn that my insurer would download data from my vehicle's event data recorder or black box. Over 200 kilometres per hour, they would tell me, I was going when I lost control of the car. I would tell them in my statement that I was not one to be looking at my speedometer trying otherwise to stay focused on the track.

A "race" or "speed test" they would conclude, an illegal use under my policy, according to them. My claim denied.

To make matters worse I would get a letter from a lawyer hired by my insurer telling me that I was required to submit to an Examination Under Oath. This was scheduled for me in September, last fall. I felt unease, I wasn't quite sure what to expect but I was told that I had to submit to this oral deposition despite having provided them with a statement as they had requested.

I had otherwise complied with all of my obligations under my policy, I would later be told. I had given my insurer proper and timely notice of the claim. I had preserved the vehicle in its damaged state. I had not undertaken any unnecessary repairs or removed any physical evidence. What's worse is that I continued to pay my premiums as I had done in the past for years. Sure, the car was both new and expensive but I began to ask myself, isn't that what insurance is for? And so feeling frustrated I queried, what do I do now? I decided to seek out legal advice.

I had remembered seeing an ad in our monthly *Provinz*

Magazine. Each month when I read the track talk section I couldn't help but notice the ad for Bergmanis Preyra LLP. Lawyers. I know that Kurt Bergmanis has a reputation for helping injured accident victims, but I decided to call him anyway to ask him about my rights.

Kurt is a Porsche Club Member and track enthusiast himself. He has a number of driver education days under his belt and so I felt assured that he would understand what track use and lapping days were all about. I figured that he could navigate me through this ordeal.

I would meet with him. I would provide him with copies of my Bill of Sale and Proof of Loss. He would request a copy of my statement from the insurer directly. He would arrange to attend with me at the Examination Under Oath, which I have learned that an insurer can do at a reasonable time and place, where they have questions surrounding the circumstances of the loss.

Kurt knew that my insurance company was obligated to cover the reasonable value of my vehicle and he told me so in no uncertain terms. He prepared me for the questions that I would face at my deposition. He calmed my nerves and I knew what to expect.

He attended the meeting with me and all in all, the day went uneventfully.

Again, the lawyer for the insurer pressed me about lap times. I couldn't tell him, I told him as I had no stopwatch or other timing device in my car. He suggested to me that I was trying to increase my speed from one lap over the next.

continued on page 34...





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2015 Autocross Season Update



Despite a late-season start that led to running two events in July—both were a rousing success...

By Mario Marrello, PCA UCR Autocross Chair. Photos By Wolfgang Lott *Provinz* Contributing Photographer

July this year gave us 2 autocross events and each was great success on its own!

On July 5, UCR participated in an autocross event hosted by the BMW Trillium Club at the CTMP Driver Development track. John Venditti and Randy Sparre organized a great event with about 32 cars, 8 of which were UCR members who were regular participants at our own autocross events.

The DDT event used the entire track, laid out of

course with cones at strategic places to keep the course interesting and speeds down. Regardless, there were some pretty impressive runs. The Trillium team definitely put on an impressive event along with a showcase of classic and modern BMW's held in the DDT parking area for the BimmerCruise event. If the opportunity presents itself again for next year, UCR should definitely consider participating again if UCR members want it.



The second event, held on July 26 at our regular location at the Toronto Star Press Centre in Vaughan was also a super success. Regular followers of the autocross know that we had a late start this year because of construction around the area. However, the construction cranes and excavators flanked the western field well off our regular asphalt area, allowing us to set up and run the event.

When we arrived early that morning, there were some trailers and construction vehicles taking up space that challenged us to set up a very different course layout. Changes to our start and end points and with the opportunity to use the upper trailer level, we were able to configure a stimulating, but safe and rewarding layout that everyone enjoyed.

I want to personally thank Geoff Sheffrin and Mike Lemmon who both braved the exceedingly hot summer weather to marshall the event. Geoff took over the Start and Mike handled marshalling the upper trailer level. We also got help for many of the participants who had the opportunity to marshall the stop box and upper level. Welcome help, given the hot weather.

In addition to the heat, we also were challenged with a technical failure of our timing equipment—

continued on page 32...



...continued from page 31.

the stoplight would not work leaving us with no option but to manually use the equipment to mark a car's stop. Although it sounds challenging, it did work well but it looks like it's time for the equipment to go in for inspection and repair.

Please note there are only 2 remaining autocross event dates for this year and the September date is

rapidly approaching so register now!

- September 13
- October 4

Once again, any thoughts or ideas on other autocross locations would be appreciated!

Take care and drive safe!



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...continued from page 29.

I agreed to the extent that I was trying to improve my line and my smoothness behind the wheel. He would suggest that I was racing either others or myself on the track. No, I would insist, passing can only be had in certain zones and the vehicle ahead must wave you past.

There was no evidence, my lawyer assured me, that I was involved in a time trial or speed test.

Following my Examination Under Oath, still, there would be no response or a cheque from my insurer.

At long last I would receive a certified appraisal valu-

ing my vehicle at significantly less than what I felt was fair value. We in turn would have the vehicle appraised ourselves. I had known that prices on all new Vipers had recently been lowered by \$15,000.00 by Chrysler.

My insurer would stand by their denial of the claim. Still a concern that I may have been racing or involved in a speed trial they would say.

And so, with my lawyer's advice, the decision would be made to sue my insurer for the position that they had taken in denying my claim. A Statement of Claim was issued and served.

Following service of the claim, I would get a call from my lawyer only to be informed that a new offer had been tabled to settle my claim. I can tell you that at the end of the day, with the Dodge dealer credit that I had obtained in purchasing my 2014 Viper I had enough with the offer to go out and purchase a brand new car. To date I haven't made the decision to buy a new Viper. I am thinking that it might be time to upgrade my 911.

And so, how do I express my gratitude to our fellow Porsche Club Member, Kurt Bergmanis for helping me? Write a letter for *Provinz* Magazine he said and tell your fellow members about your experience and the insurance lesson that you learned. I agreed and so here it is. I do want to thank Kurt Bergmanis for his time and his advice throughout.



Porsche Club Photography

By Michael A. Coates

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TRACKTALK



Photo by 303 Imaging

By Dave Osborne, UCR Track Chair

Jeremy Clarkson of the former Top Gear show used to always say that Porsche has the laziest designers in the world. Most Porsche models change very little on the outside during their lifetime, unlike North American models. Cars exterior looks are changed here on a yearly basis in order to shame you into getting the current models, while the running gear underneath is rarely upgraded. The sad thing is that North American manufacturers do know when they get it right. A couple of models that come to mind were the first Cadillac STS and the Dodge Durango. Much was made of their stunning good looks and their advertising campaigns reflected that pride. Then for a half dozen years afterwards, they just made them uglier and uglier for the sake of change. They stuck on different shaped rubber bumpers, light assemblies and added sharp creases to their rounded surfaces. They just put more lipstick on the pig.

Porsche, on the other hand, has always improved the breed with all of the latest upgrades. Each successive model year produces more power, greater fuel mileage, improved braking technology and suspension upgrades. While you have to ask what year a particular Porsche is, due to its similar appearance to all the others, each model year is actually a technological improvement on the one that went before. While I don't really care what shape your corner lights are, as Porsche owners we all benefit

from their "Constant Improvement" philosophy. I think one of the things that make Porsche such a good value for the money is that they just keep improving the breed. That's done on the engineering side, not on the corner lamps.

I know all Track Days are supposed to be warm, sunny and have a light breeze to keep you cool. Tracks are all supposed to be clean, warm and have the optimum amount of grip for us to test our limits safely. Things would be that way in my perfect world. Unfortunately the summers we share are unpredictable. The old Mosport joke used to be, that if you don't like the weather just wait an hour. One of the most unpredictable weather issues we have to deal with is that four letter word... rain. It's so unpredictable that at times it can be raining at one end of the track and dry at the other end. Our home track, being built in the hills above a lake, creates some unusual weather patterns. That leaves the question; what do you do when the rain starts?

Just like on the 401 the first 5 minutes of any rainstorm is when the asphalt is the slickest. All the rubber, oil and dirt that millions of vehicles have left on the ground will now wash to the surface and any depressions in the surface fill with water. The worst part of the track is now the part you normally drive on in the dry. There is a definite Wet and Dry Line on the old Mosport surface that has now been blurred by the new asphalt patches of CTMP. There

are experts who feel that the new asphalt patches give enough additional grip to allow slightly faster lap times by staying on the old Dry Line. But that creates a new problem for Driver Education Programs like ours. We aren't experts, we are developing our skills in what we hope is a safe environment.

Will a student driver with forty track days under his or her belt benefit from the extra half second that a pro might gain by driving on the new patches? The answer is clearly no. The risk of leaving the asphalt patches, in anything but perfect alignment, is much higher and the benefits are nil. It's easy to feel like you have complete control after progressing through the ranks and having an Instructor sign you off because of your skills. But ask yourself honestly how much rain experience do you really have? One full day per season, or maybe two? Just because you're in the Black run group doesn't mean you aren't a Green in the rain. So to preserve your safety and your hard earned cash the response should always be the same.

When the rain starts falling enough to turn on your wipers, you should immediately reduce your speed smoothly and move to the old Mosport Rain Line. That is the safest thing you could do. I once heard the Rain Line described as everywhere you've never driven before. It's the opposite of the Dry Line in most places. If you normally go down corner one and apex next to the inside wall, you will go wide down corner one and apex a car width from the outside of the track. Leave the edge to the experts and save yourself a car width of wiggle room

if you should lose a little grip. Your mission is no longer speed, but searching out the most grip. Its grip that allows you to go fast in the wet.

Now the hard part. At the entrance and exit of each corner your Rain Line will cross your Dry Line. It's at that point that you are at the most risk of losing grip. The asphalt is worn smooth so all the water is on the surface and you are crossing the oil and rubber line. At this point your car must be straight and the power modulated by your right foot so you don't overpower your traction. Some of our Instructors are very accomplished race drivers in fully prepared competition vehicles and they can drive whatever line they are comfortable with, but as a DE participant you owe it to yourself and to your retirement fund to always make the safest choice.

You don't have to wait until it's pouring outside to learn the Wet Line at Mosport. Any of our Instructors would be happy to go over it with you. Just mention your interest to our Chief Instructor Stephen and he will be happy to find you one. In the mean time, please remember that this isn't a competition program, but a Driver Education Program. Safety is first and having fun in your car is a close second. You can have both in the rain.

See you trackside,
Dave



Because not everyone drives like you do.

Kurt Bergmanis, Member Ontario Trial Lawyers Association
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INAUGURAL MUSKOKA SUMMER FUN RUN



Part One – By Walter Murray, Event Chair and Past President

This year our Club Fun Run activity has exploded to 14 Runs. They have proved to be so popular, they are wait listed in no time. As a year long resident of Muskoka, organizer of two Targas in Muskoka and several Muskoka charity motorcycle rides, I decided I would set up the first Muskoka Summer Fun Run to allow others to experience a Fun Run. I set the number at 45 cars and within 12 hrs of our email blast, we were wait listed. Dare I expand to 60 cars-why not? A few challenges however, now I needed to have a second lunch stop. I had initially arranged with the Touchstone Resort on Lake Muskoka as the lunch stop. Having organized a previous Fun Run where we had lunched at the Marriot Red Leaves in Minett on Lake Rosseau, why not again. They were delighted to have us. So on to my next challenge. As I was dividing the cars into four groups, I needed three other Group Leaders. So my thanks to Ernst Johle, Peter Helston and David Walker, all Muskokans, for stepping forward. It is not true they were coerced—well maybe a little. I also want to thank Yousry Bissada for stepping into Peter's role in the pm.

Now I needed to plan 8 routes. This was fairly straight forward given my past experience. It was however interest-

ing at lunch when one participant remarked: "I have had a cottage here for years and didn't know these roads existed"

With all the planning done, now to keep one's fingers crossed for good weather. The long range looked good but on the Friday before, we had torrential rain and thunderstorms. But Saturday dawned with a wee Scotch mist with the promise of a sunny hot day in the forecast. We had set 8.30 as the arrival time at our farm just outside Bracebridge and true to Porsche precision, the driveway was filled right on time with models of all descriptions, not only sports cars but a Panamera, two Cayennes and a Macan—55 cars in total—three canceled and we had two no shows.

I will let the other Authors pick up from here but would like to acknowledge and thank my wife Sheila for all her support and work in hosting the 108 participants.

Part Two –A page from the diary of a Muskoka Summer Fun Run Participant by Joanie Bercovitch

8:45 a.m. We arrived at the farm of Walter and Sheila Murray. The mist was beginning to clear and so was the early morning fog in my head as I had a coffee and a timbit served by two cheerful young women, Stacey and Carolyn Johle. I asked them how they got involved in the Run. "Walter asked us to help...and because he loves us." Carolyn replied.

9:30 a.m. Walter held a driver's meeting in the driving shed. Fifty eight drivers were divided into four colour coded groups heading out on two different routes. Our group leaders were Peter and Carol Helston. They started weekend Fun Runs in 1995 to promote social get togethers for Porsche owners. The meeting ended with Walter asking



the group to tell him 3 words before we left the building. Guesses shouted out included "thank you Walter", "don't get lost" and "follow your leader." The man races cars! He expected to hear "START YOUR ENGINES!!"

10 a.m. As we headed down Hwy 11, the sun broke through. The tops were down and the engines roared. The car in front of us, a red Boxster S, license plate PANTHRRR was driven by Joann Van Engelen of London. It was her first Run. She was looking forward to the fun of running with the Porsches! For three hours Peter guided us through 2 lane country roads with sharp turns and rolling hills. Speed limits were respected! Muskoka Beach Road had the added challenge of hikers, bikers and dog walkers. The Porsche parade was appreciated by the residents. As we drove by them we received a thumbs up.

12:30 p.m. We stopped in Bala, Crancapital of Ontario, for a pit stop. What a nostalgic 10 minutes...the dances at The Kee, the chocolate chip cookies at Don's Bakery, the Bala Falls.

1 p.m. The Marriott Red Leaves in Minett was our lunch stop. The hotel sits high above Lake Rosseau. The patio view was the perfect setting to meet new members over lunch.

We enjoyed the company of Cecily and Michael Savoie of Toronto at our table. It was their first Run experience. Cecily thought it a breathtaking experience and Michael, a close second to his thrilling track days at Mosport with Walter as his instructor. My curiosity took me to the table beside us where I met a couple who visited all the way from Tokyo, Japan. Shojiro and Taiko Gocho were travelling with the *Provinz* editor Randy and wife Michelle who were driving a Cayenne with Florida license plates. They won the prize for distance...both guest and car. I thought for a minute that news of Porsche-Muskoka hospitality had spread worldwide! The social side of driving a Porsche in events like this is half the fun. Cal and Susan Balcon of Oakville, first time Fun Runners, found that out today as Cal remarked how welcoming the members were on such a fantastic day.

2:30 p.m. Driving through the Precambrian Shield was remarkable. The hills were high, the rocks jagged and majestic, the lakes deep, the curves...hold your breath. It's all about the drive. A must do again!

4:30 p.m. Our leader for the afternoon, Yous, guided us back to Walter and Sheila's for a wine and cheese reception. The hospitality continued. And what a picture in the yard! Shiny Porsches lined up to be admired and owners happy to tell the story behind their car.

5:30 p.m. All good things come to an end. Morley and I were so grateful to spend a day in Muskoka with Porsche people. **Note to self:** Must tell everybody about the Muskoka Summer Fun Run at Bracebridge.

Part Three – Green Group Leader's Report by Ernst Johle

It's not often that we set our alarm clocks in our home on our days off.



...continued from page 40.

It's not often that it pours rain the night before a Porsche event either.

5:45 a.m., the lights are on, yesterdays work is scrubbed off and I'm out in the driveway washing our P-Car in advance of our first mid summer Muskoka Fun Run.

Our Commander-in-Chief has strict instructions to arrive no later than 8 a.m.

We've been late before and forgoing one snooze cycle is much less painful than the humiliation tardiness can bring to bear.

You here, you there, get them to sign this waiver, put the dots on the upper left corner, park them over there, don't forget this, do this, get that, and whatever you do... And so starts our morning as run group leaders. Our Commander is busy doing what he does best...

Boxsters, some with stripes, some without, Caymans, Cayennes, 911's both air and water, and now Panameras and a Macan S, to be sure. All file in one by one, curious to our intentions. Various metallic colours and darker shades to white are punctuated with the summer brilliance of a yellow, rag top reds, and a classic dove blue 3.2.

Hello. Good Morning. How are you today? Would you like a coffee or a tea? Nice car, and so our introductions are made.

It's really quite easy to be a group leader. We meet and greet, ensure first of all they know what groups they are running in, get our guests safely parked, communicate wash-room facilities and refreshments, introduce ourselves and others, try to open the lines of communication and welcome our guests. Our leader after all, organizes such events with military precision.

With the size of the event, and the sheer number of participants, time passes with the same ease as the increasing summer sun. An 8:30 arrival time, yields a very relaxed 10:20 first group departure.

Now, to read the route sheet. Bracebridge, Rosseau, Huntsville, South Portage, Port Sydney, Utterson, Windermere, to lunch at Touchstone for noon. "Robin, to the Batmobile."

We stop 1/3 of the way through our route to check to see if the current pace suits all participants and are delighted to



hear that a couple of our co-pilots may have already digested their last coffee. One bathroom break, coming up... in 20 minutes, you'll have to hold it.

It's almost noon and we're just turning around after a minor miscue by yours truly and we've got about ¾ of an hour of driving to go. By this time, our pace is being set by the beautiful summer weather in Muskoka and the relaxed environment it can create. Phone call to Dillon... we'll be a bit delayed... okay? No problem, take your time, drive safe.

We arrive to lunch shortly after the bladder buster road rashers, aka the Yellow Run group. Their team leader David seems very proud of his group's accomplishments.

Lunch is relatively swift considering the number of menu options offered to us at Touchstone and the size of our groups, approx... 56 for lunch.

We venture off in a southwesterly direction trying to juggle requests for fuel and coordinating early exits to meet prior commitments at home from some of our longer distance visitors.

We stop for a brief moment in the heat of the day at the Torrence Barons, known for its complete absence of artificial light, a preferred star gazing destination. Allowances were made for an easy exit onto Hwy 11 and pleasant goodbyes to 3 of our group members. Now north, for only a bit farther.

Into Gravenhurst over some unfinished rural streets to our final twisty road then up the highway for a few moments until we arrive to the welcome of some cold beverages and delicious snack food. Our hosts anticipation of our needs is bang on.

Truth be known, the best part of the day, is what my mother-in-law has always referred to as the remains of the day. Good cars, good food, and great company. The cars, the corners, the sounds, judging arrival times at destinations, balancing A-Type personalities within their cars, all take a back seat to just getting to know someone a bit better and sharing a smile, a laugh and the eager anticipation of next time. Next time, I'm pulling up a chair so I can stay longer.

This comfortable feeling can be enjoyed at a social, a DE event, a Fun Run or any number of UCR events. We are so fortunate to have such a vibrant organization that continues to attract individuals that are so generous with their time. For that, we are grateful.

Thanks Walter! Thanks for the chat, Mike!
Thanks UCR!





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PERIPHERAL VISION



By John Adam, UCR Historian

I know that you will hear it from others but . . . UCR elections are coming up in November and we will be determining who manages our club and its activities next year. The new board, in turn, should appoint all the 2016 event chairs before it begins making plans later in the year, our fortieth. Think about doing your part to help in your own way. We have been members since 1983 and the return we have received for our investment in the club has been very rewarding. The bottom line is that you are getting out of it in proportion to what you put in. It may be time for you to consider getting involved in any number of areas that you have modest skill at. It's not just about P-cars. It's about people. You and me.

Any member of the board or event chair will be happy to talk to you about the opportunity for you to get involved in the way that you find most enjoyable. Be part of the team and you will be working with some great people, adding your own ideas to make our club even better and having a lot of fun at the same time.

Our monthly Socials have been the occasion for seeing many past UCR club presidents. I am pleasantly surprised when they show up and say hello. These are the club leaders that have helped UCR to become the largest in PCA and excel in so many ways. They still care and we thank them.

1976	Geoff McCord	1996	Botho von Bose
1977	Stephen Rush	1997	Rainer Beltzner
1978	Peter Ober	1998	John Adam
1979	Steve Megill	1999	John Van Atter
1980	David Pateman	2000	Ken Jensen
1981	David Pateman	2001	Andy Wright
1982	Philip Hucker	2002	Peter Helston
1983	Philip Hucker	2003	David Langton
1984	Philip Hucker	2004	Ray Pleasance
1985	Philip Hucker	2005	Jeff White
1986	Joseph Fantl	2006	Wayne Spiegelberg
1987	Joseph Fantl	2007	Rob Sutherland
1988	Marc Plouffe	2008	Patrick Michaud
1989	Rosemary Adam	2009	Martin Tekela
1990	Crawford Reid	2010	Martin Tekela
1991	Philip White	2011	Mario Marrello
1992	Clive Van Wert	2012	Mario Marrello
1993	Peter Manson	2013	Walter Murray
1994	Gord McNeil	2014	Walter Murray
1995	Patti Green	2015	Mike Bryan



THE PORSCHE-PHILE

Porsche Group 905 Cars & Coffee



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

In December 2012, I got *Provinz* in the mail. Like I do every time it arrives, I sat down and read it through. I remember an article written by James King entitled, "Porsche Group 905". They met every month (the 4th Sunday) at a Second Cup in Aurora! What a great idea! Aurora's not too far I thought (living just north of Barrie), "I've got to get out there!"

Then life happened, you know, and it was May of 2013 by the time I finally got out to Aurora for the monthly Porsche Group 905 meet.

There were only four of us PCA UCR members there - Barry Wiseman, Helmuth Vorkoetter, Will Chiu and me. We got to talk like...well, car guys... like car guys that have known each other for some time.

These three told how they, and James King, met at the UCR Social event (at Edward St. Market & Bistro, Yonge St., Aurora) on April 10, 2012. James King voiced a desire for a Porsche Cars & Coffee meet for those north of Toronto. All other meets seemed to be Toronto-centric and the roads north of the city were more Porsche friendly.

Further discussion ensued, locations and dates were suggested, and enthusiasms went un-curbed.

The first Porsche Group 905 meet occurred at Starbucks (just one light south of the meet's current location). Too busy, too congested, not enough parking. Barry suggested Zavida's Coffee. Not too busy, very open, ample parking...perfect! Zavida's was subsequently taken over by Second Cup.

ARE YOU A PORSCHE-PHILE?

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If you'd like to be profiled on this page, please contact Porsche-Phile editor, Rhonda Roberts at rhonda@invitalityliving.com.



Sadly... they told me that James King had passed away over the winter. We all decided we wanted James' idea to come to fruition. I would get the "word" out via the UCR website and other forums, and we would tell anyone who'd listen.

Well, word got out and James' idea has taken root and prospered. On nice summer days we have great turn-outs with a wide variety of Porsches. Attendees are now clamouring for this to be a weekly event, with drives and lunch stops occasionally!

Starting September, we're thinking about having this Porsche Group 905 Cars & Coffee meet twice a month in Aurora... on the 2nd AND 4th Sunday every month. Lets see how it goes. Come join us, for an hour or two of interesting conversations about our cars or anything that interests you or nothing at all! Order your favorite and pay for your own.

Anyone elsewhere in and around the 905 perimeter can set-up similar events around the GTA in memory of James King, a true Porscheophile.

Thanks, James...I'm sure you'd be pleased with your Cars & Coffee event drawing Phorschephiles together every month!

PORSCHE GROUP 905 CARS & COFFEE

2nd & 4th Sunday every month - 10AM to Noon
Second Cup - 15440 Bayview Ave., Aurora



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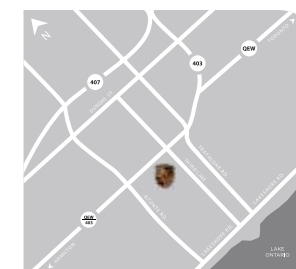
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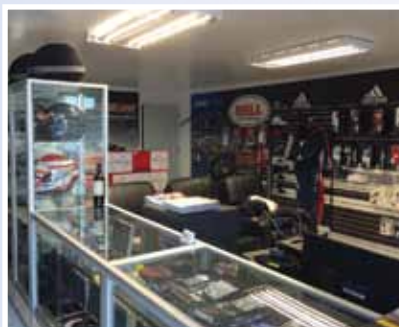
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