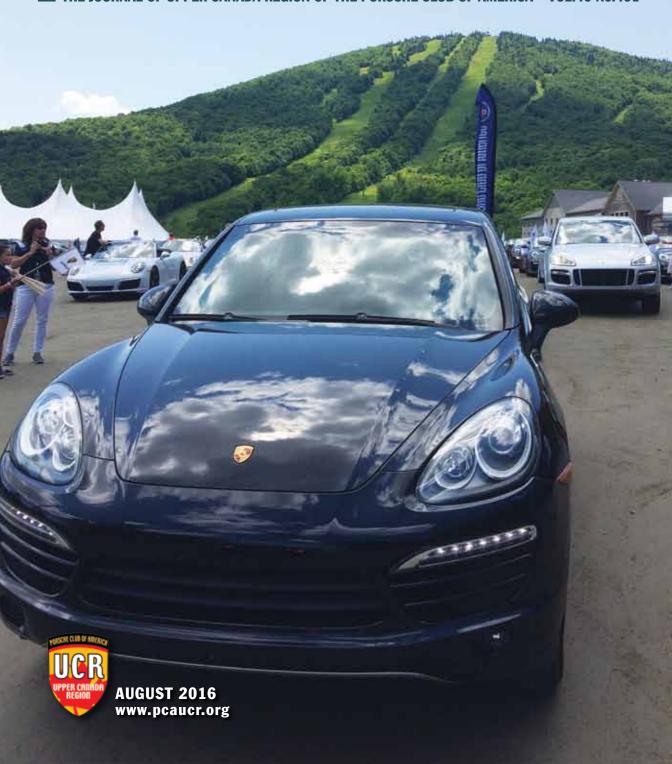
provinz

THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA • VOL.40 No.401





LUXURY THE MOMENT YOU ARRIVE



IMAGINE THE PERFECT DAY. It is a day with a journey. You are surrounded by the warmth of the sun and a gentle breeze, all under a perfect blue sky. It is a day well-spent complete with total freedom that follows you home. You are greeted with an embrace, that special welcome feeling that you have arrived.











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AUGUST 2016

The Journal of Upper Canada Region

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PRESIDENT'S FORUM



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

t was wonderful to see so many UCR members at Porsche Parade in beautiful, lush, green Vermont. With over 50 cars and 80+ members we had the second highest Regional representation at the week-long event attended by nearly 2000 PCA members from all

over the continent. We enjoyed rallies, driving tours, boat cruises, Concours d'Elegance, autocross and banquets, plus the great camaraderie of our American and other Canadian friends. We didn't come away empty handed, either; we received the Greatest Actual Growth Award (for the fifth time in the last six years) and we took first place in the large Regions category of the National Web Site contest. Congratulations to our Webmaster, Ken Jensen, who took on the challenge to keep improving our web site, www.pcaucr.org, aimed to win and succeeded. It was also great to see UCR members competing in Parade events, with Oliver Collins, Mark Dimech, Wallace Miraki, Joeie Tsang, Roy Tam and Botho von Bose placing well In the Concours d'Elegance and Rosey Koivisto, Desmond Tam, and Mario Goyette showing high in the TSD Rally standings.

For me the most impressive aspect of Porsche Parade is that this full week event, packed with multiple activities every day from dawn to late evening, is planned and run entirely by volunteers from dozens of PCA Regions. Some are involved from the early planning stage, some put their names forward when they register for Parade and others heed the call for helpers when they arrive. So it's due to the efforts of these several hundred volunteers at Parade that everything happens how and when it should. It's all the more amazing when you consider they're from every corner of North America, many never having met before and some have little or no volunteer experience.

As I think about our own Region and our large team of volunteers, I am proud that we have so many willing and capable members who manage the club, plan and run our events, serve as DE instructors or just help out. One of the board's roles is to look ahead and ensure sustainability through good succession planning and evolution of the club, so that it stays fresh and appealing to you and future members. I've no doubt there will always be members willing to help out, but the challenge is to attract those of you willing to volunteer and grow into leadership roles. Within our nearly 4,000 primary and affiliate members lies enormous capability in all relevant

fields – leadership, administration, finance, legal, organization, project management, driving, coaching, marketing, selling. Our natural modesty (yes, even in Porsche owners) can cause us to discount the transferability of our skills from our paid work to a volunteer organization, but shouldn't prevent us from thinking about what we do well and like doing in our work, and then considering how that could be leveraged as a UCR volunteer.

There may be parallels between our paid work and our volunteer work. Our paid work experience can often be helpful in dealing with UCR matters. However, it's not always as simple as that, since the UCR volunteer team is less homogenous than a corporate office, we don't spend eight hours a day together and, as a not-for-profit social club, we have a different culture from the average business. So we may draw on our experience, but have to adapt our thinking, listen to others and find new solutions. What's interesting is that our volunteer work experience can sometimes help us in our paid work, too. Also, leadership roles that we take on as volunteers can be beneficial in preparing us for leadership in our paid work. All this helps us grow as individuals.

We have been working hard to document processes and roles so that new volunteers don't have to reinvent the wheel. We also seek co-chairs or team leaders for all key aspects of the club's operations, so that the responsibility and work load is shared and individuals can move in an out of the role without any disruption. One more thing; a new volunteer is not expected to know how to do the job on day one. What's most important is that they have the basic skills, a positive attitude and are willing to make the commitment. With all those elements in place, they'll learn the job and bring their own unique contribution to it in no time.

So maybe it's time to chat with me or another board member about ways in which you could get involved, grow personally and achieve satisfaction from playing a role in the great success story of UCR.

Keep your eyes up and drive safely,

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SUBMISSIONS

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

Drovinz Information

EDITOR-IN-CHIEF

Randy D. Gananathan

ASSOCIATE/MEDIA EDITOR

Derek Cheung

PROOFING EDITORS

Gerry Cornwell, Joan Bercovitch, Daniel Bryan, Professor Thomas Brown, Technical Proofing & Validation

SUBMISSIONS EDITOR

Garth Stiebel

PORSCHEPHILE EDITOR

Rhonda Roberts, rhonda@invitalityliving.com

TECHNICAL ADVISOR

Professor Tom Brown

CLUB PHOTOGRAPHER

Michael A Coates

CONTRIBUTING PHOTOGRAPHERS

Wolfgang "Sonny" Lott, Eshel Zweig,

AD SALES

Rod Nagy, advertising-sales@pcaucr.org (905) 853-2679

DESIGN AND LAYOUT

Doug Switzer, AdverCom Consulting

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CONTACT UCR

Angie or Mark Herring at (905) 854-3332

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DRIVER'S SEAT



Randy D. Gananathan, Editor

celebrated its 40th Anniversary on July 23rd 2016, with the largest group of UCR members ever! UCR also had the largest contingent at the 61st Porsche Parade. P20 and P24 feature Parade stories with young Max

Nowak attending his first at an early age, setting the stage to become the future record holder for the most Parades attended. Congratulations to Ken Jensen for winning the best website award in PCA and *igen* alongside Angie and Mark Herring for highest membership growth and retention at UCR.

Our UCR Concours d'Elegance is set for Sunday, Sept. 4th in Simeon Park in Gormley, a hamlet in York Region, just north of the city, followed by an inaugural Octoberfest Show n Shine on October 1st right downtown at Ontario Place. Both events offer UCR members opportunities to display our cars and win awards.

Bring out your landhausmode – lederhosen/dirndl for the Octoberfest because we've been offered FREE entry (valued at \$70 per person) to everyone (adults and/or children) arriving in a Porsche (Cayenne's benefit the most) to the Volksfest Carnival plus Porsche Show n Shine event at midday on Saturday, October 1st from 11am – 4pm! Porsches have a special reserved parking corral during this period with security watching the cordoned off area. The people's choice Show n Shine winners will be announced at 3pm. Please contact me if you wish to volunteer for this event to tally the votes and help with parking etc.

UCR members may buy VIP tickets (valued at \$80 per person) in a two for one deal (that's 50% off) if attending an evening session on Friday or Saturday, but the Show n Shine and special car corral is only on Saturday, October 1st.

You must register for this event via clubregistration.net to be eligible to enter and participate free of charge. All UCR members registering in advance receive VIP passes, a welcome goodie bag and enjoy a free Dimpflmeier pretzel (dimpflmeierbakery.com) and unlimited coffee/tea. See the advertisement on P10.

Small

Write to me about everything: editor@pcaucr.org



2016 CALENDAR OF UCR EVENTS

Jan	5	Tue	Board Meeting
	12	Tue	Social Islington Golf Club
Feb	2	Tue	Board Meeting
	9	Tue	Social Islington Golf Club
Mar	1	Tue	Board Meeting
	4	Fri _	Ski Day Osler Bluff Ski Club
	8	Tue	Social The Donalda Club
Apr	5	Tue	Board Meeting
	12	Tue	Social Islington Golf Club
	16	Sat	Introductry Driving School CTMP DDT
	30	Sat	Introductry Driving School CTMP DDT
May	1	Sun	UCR Open House - Shift into Spring at 427 Auto Collision
	3	Tue	Board Meeting
	7	Sat	South Muskoka Spring Fun Run
	7-8	Sat-Sun	Driver Education CTMP
	8-Jan	Sun	Spring Port-to-Port-to-Port Fun Run
	10	Tue	Member Meeting & Social Islington Golf Club
	29	Sun	Street Survival School - UCR & BMW Trillium
Jun	3	Fri	5th Driven 2 Smile & Solo Lapping CTMP
	4-5	Sat-Sun	Driver Education CTMP
	7	Tue	Board Meeting
	11	Sat	Southern Georgian Bay Fun Run
	14	Tue	Social Islington Golf Club
	18	Sat	Bear Manor Niagara Escarpment Poker Fun Run
	19-25	Sat-Sat	61st Porsche Parade - Jay, VT
	21	Tue	Tech Session - Pfaff Porsche
	26	Sun	Ancaster Fun Run
Jul	2	Sat	Grand-Niagara-on-the-Lake Fun Run
	5	Tue	Board Meeting
	7-10	Thu-Sun	Porscheplatz - IMSA at CTMP
	9	Sat	UCR Rally
	12	Tue	Social Downtown Porsche

Jul	15-17	Fri-Sat- Sun	Driver Education CTMP with NNJR	
	16	Sat	South Lake Simcoe Summer Ramble	
	23	Sat	UCR Rally to Anniverary Picnic	
	23	Sat	UCR 40th Anniversary Picnic	
	24	Sun	Blue Mountains Ramble	
	28-1	Thu-Mon	Sound of Porsche's Tour	
Aug	2	Tue	Board Meeting	
	5-7	Fri-Sat- Sun	Club Race - Can/Am Challenge CTMP	
	6	Sat	Skyway Summer Ramble	
	9	Tue	Social Islington Golf Club	
	21	Sun	Toronto Urban Circuit Ramble	
	26	Fri	Introductory Driving School CTMP DDT	
	27	Sat	Creemore Copper Kettle Festival Fun Run	
	27-28	Sat-Sun	Driver Education CTMP	
Sep	4	Sun	UCR Concourse d'Elegance	
	6	Tue	Board Meeting	
	13	Tue	Social Porsche Centre Oakville	
	17	Sat	Eastern Shores Fun Run & Car Show	
	23	Fri	Instructor Day	
	24-25	Sat	Driver Education CTMP	
	25	Sun	The "Salmon Run" Fall Ramble	
	29-03	Thu-Mon	Great Smoky Mountain Tour	
Oct	1	Sat	Muskoka Fall Colours Fun Run	
	1-2	Sat/Sun	Nickelball Tour	
	4	Tue	Board Meeting	
	11	Tue	Social The Musket	
	15-16	Sat-Sun	Driver Education CTMP	
	23	Sun	Fall Port-to-Port-to-Port Fun Run	
	29	Sat	UCR 40th Anniversary Banquet	
Nov	1	Tue	Board Meeting	
	8	Tue	Social Venue TBA	
Dec	6	Tue	Board Meeting	
	13	Tue	Social - Pfaff Auto	
Further details at: www.pcaucr.org				

Further details at: www.pcaucr.org

THE WAY WE WERE...

30 Years Ago

We added Performance Cars, Green & Ross and Pirelli as advertisers. Provinz had grown to 20 pages. The Rothmans-Porsche Challenge car was on the cover. 356ers picnicked with the **Blackstone's**. Parade was in Portland, ME. There was a 24-hour endurance race for the 944 Turbos at Mosport. We had \$2,084 in the bank, according to treasurer Moira Bartram. We reported on a luncheon meeting with Tony Lapine, head of the Porsche design studio at Weissach. **Rosemary** Adam wrote about her first time on track at Shannonville with instructor Brian Hardacre – that was our first solo track event, held June 27.

25 Years Ago

President (old) Phil White was his usual funny self. David and Adele Gaunt came first in the rally, according to Allan Spivak. Al Solaroli hosted a charity picnic on behalf of The Children's Wish Foundation. Your writer and Zone 11 rep at the time, reported on a trip to Germany, including Zuffenhausen and the Schlumpf Museum in Mulhouse, France and the Le Mans race. Sadly, we reported on the passing of treasurer Bill Cook. Marc Plouffe reported on our upcoming Mosport DE event. Registration cost \$75. Howard Dexter talked tires. He could always be counted on for an interesting and occasionally controversial article. Bruce Farrow had a column called Classic Porsches, David Gaunt's Tech-Talk was on the subject of correct tire pressure on track. **Crawford** Reid's Turbo Talk covered his new turbo on a trip through USA and also on track with instructor **Derek** Hanson. A long feature by William Wayne called "The Room With One Door" talked about buying his first Porsche.

20 Years Ago

John Van Atter made the cover with his 944. DE weekend registration was up to \$200. Andy Wright and Ian John reported on the hugely successful Multi-Event Weekend. Our first ever club race was August 3 & 4. Jay Lloyds took us on his adventures in Thailand. John Van Atter was promoting the upcoming UCR wine tasting event. Peripheral Vision was a new twopage spread at the back of *Provinz*.

Contributed by John Adam, UCR Historian



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NEW MEMBERS...Welcome!

Name	Location	Model	Thanks To
Elliot Alder	Caledon	83-944	
Omer Azeez	Oakville	01-Boxster	
Mark & Anton Babony	Burlington	82-911 SC	
Davide Baldassarra	Caledon	97-Boxster	
Wayne Barwise	Toronto	15-911 C4	Downtown Porsche
Greg Bettencourt	Toronto	17-Macan	Downtown Porsche
Edward Boomer	East York	17-Macan	Downtown Porsche
Nathan Caguiat	Stouffville	89-911 C4	
Willie & Beverly Cahill	Burlington	03-911	
Jason Casaubon	Stouffville	10-Cayman	
Vincent Chan	Markham	17-Macan S	Downtown Porsche
Eddie Chan	Unionville	16-Macan S	Downtown Porsche
Jason Chan	Markham	10-911	Downtown Porsche
Allan Chartrand	Toronto	17-Macan S	Downtown Porsche
Yi Jin Chen	Toronto	14-Panamera 4S	Downtown Porsche
Qi Di Chen	Markham	16-Panamera GTS	Downtown Porsche
Dazhi Chen	Mississauga	17-Macan S	Downtown Porsche
Aninash & Kirsten Chidambaram	Mississauga	86-928 S	Mantis Racing
Murray Christenson	Toronto	17-Macan S	Downtown Porsche
Larry Cohn	Richmond Hill	14-Cayenne	Downtown Porsche
Catherine Deluce	Toronto	17-Macan T	Downtown Porsche
Mario Difiore	Etobicoke	17-911 C4S	Downtown Porsche
Calin Bobos	Maple	07-911 C4	Downtown Porsche
Gordon Dorrett	Toronto	16-Cayman	Downtown Porsche
Khal Efala	Toronto	16-Panamera 4	Downtown Porsche
Riadh Zine El Abidine	Toronto	16-Cayenne	Downtown Porsche
Friedrich Flabb	Campbellcroft	08-911 S	20
Andrew Fung	Markham	16-911	Downtown Porsche
Peter Galanis	Toronto	17-Macan S	Downtown Porsche
Stuart Garvie	Toronto	16-Macan S	Downtown Porsche
Steve Gregoris	Whitby	09-911	Downtown 1 Grooms
Yuxing Gu	Sarnia	16-Cayenne	Downtown Porsche
Susan Guichon	Toronto	17-Macan S	Downtown Porsche
Diminic Haasen	Strathroy	99-911	Downtown 1 Groome
Philip Haddad	Toronto	17-Macan S	Downtown Porsche
Kathryn Harris	Toronto	11-911 C4S	Downtown Porsche
Javad Hassanein	Toronto	17-Macan S	Downtown Porsche
Joey He	Vaughn	16-Cayenne	Downtown Porsche
Jonathan Heggart	London	05-Boxster	DOWINOWITFOISCHE
Harry Hoediono	Waterloo	17-Macan S	Downtown Porsche
Pamela Hofman	Whitby	15-Boxster S	Downtown Porsche
Zhiqing Huang	•	17-911 CS	Downtown Porsche
	Mississauga		Downtown Porsche
Thomas Hughes	Toronto	02-911 C4S	
Matty Johnson	Cedar Valley	01-911 C4	Devintering Develop
Bryan Kerdman	Toronto	17-Macan	Downtown Porsche
Danny Lam	Markham	17-Cayman GTS	Downtown Porsche
Xiaodie Li	Toronto	16-Cayenne S	Downtown Porsche
Weijian Liang	Markham	16-Cayenne	Downtown Porsche
Hui Lin	Scarborough	16-Cayenne	Downtown Porsche
Wang Lin	Toronto	16-Panamera 4S	Downtown Porsche
Yubin Liu	Toronto	16-Cayenne	Downtown Porsche
Mark LoPresti	Gormley	17-911 T	Downtown Porsche
Pierre Ly	North York	17-Macan GTS	Downtown Porsche

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		Sarnia	16-Cayenne	Porsche of London

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ANNIVERSARIES...Congrats!

Membership Information by Angie and Mark Herring, UCR Membership Chairs.

35 YEARS Angle & Mark Herring

30 YEARS

25 YEARS Peter & Janet Mosney

20YEARS
Dan & John Ostler

15 YEARS
Patrick & Penny Ferrier
Michael Kurnick

10_{YEARS}

Ross & Louise Corindia Allan Ellis Stephen Fowler Adam Ivers James Pearson Ilker & Isabel Starck

5YEARS

Rob & Spencer Bird
Jon Cline
Mathieu Faure & Lydia Lam
Robert & Stephanie Goodman
George & Alexandra Jablonsky
Philip Jurgens

Wally & Barbara Khalil

Rowan Kerr Michael McDonnell Sean & Susan Murphy Roy & Nikolai Ojala Jonathon Rolstin & Jenna Haley Robert & Keri Thompson Johannes & Dina Tijang

Victor Varma

Primary UCR Members

2638

Total UCR Membership

3915



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



ERNIE ALLEN



A tribute by Doug Switzer, Provinz Art Director.

riends and family gathered on a warm, sunny day, Saturday June 11th at the Piatto Bistro on Dundas Street in Mississauga to offer

remembrances and say goodbye to UCR member Ernie Allen who had passed away in May after a short battle with cancer. Ernie and his wife's eclectic collection of interesting cars were lined up, along with some other fine automotive examples brought in tribute by some of the guests. Lots of people will recognize Ernie's bright green 911 and it was agreed by everyone how much we'd miss his smiling presence.

UCR member Jay Lloyds and others told stories of Ernie's good nature, professional acumen and spoke simply about the pleasure of his company and what a great guy he was just to be around. Ernie's wife thanked everyone for their kind thoughts and prayers and offered her own remembrances of happy times with Ernie.

I had met Ernie on a few previous occasions and later, after I had started my duties as art director producing *Provinz*, Ernie disclosed he was also a UCR member. He was an active, old car-buff, a true Porschephile and

loved what we had accomplished with the club magazine.

Ernie was also one of my earliest supporters in my "Blueplanprints" endeavour and said he loved the combined art & technical appeal of my drawings.

One of my fondest recollections of Ernie was when, over one of our dinners, he looked straight at me, smiled and simply said he really liked my work. This was coming from a man of many enviable accomplishments and for whom I have great respect.

To have met and known and shared interests and regrettably, too little time with him ...I'm truly honoured.



Jay Lloyds in Ernie's immaculate 911.



TORONTO OKTOBERFEST

SATURDAY VOLKSFEST CARNIVAL
OKTOBER 1, 2016

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TWO FOR ONE TICKETS.





SOCIAL EVENTS

By Martin Tekela, UCR Socials Chair

CR's Socials are designed to warmly welcome all club members, new and existing, and to help our members get involved in the club. As the saying goes, "It's not just the cars, it's the people!" At each Social, you can expect to socialize with many like-minded Porsche owners who are just as passionate about their cars as you are, perhaps more so!

Socials officially start at 6:30pm, but some members like to get there earlier. For the Golf Club Socials, starting at 7pm, we'll have a sit-down dinner in elegant surroundings followed by some interesting after-dinner speakers. Please check *Provinz* and UCR's website for the latest information on each of these events. Below are the details for UCR's next two Socials.

If you know someone who may be of interest to our members as a speaker, please let me know. And if you have any other comments or suggestions regarding UCR's Socials, let me know that too. I can be reached at mtekela@rogers.com. Or talk to me at an upcoming Social!

Registration: To register for each of our Socials in 2016, please log in to www.ClubRegistration.net. Register early as the number of attendees is essential for catering purposes. The cut-off for registration is 11pm on the Sunday before each event. When registering, please let us know if you have any dietary restrictions and if you are a new member or first-time social attendee. Using ClubReg is quite easy, but if you'd prefer to follow step-by-step instructions, please see www.pcaucr. org/how-to-register/. If you have any questions, please contact our registrar at socials@pcaucr.org.

Coming Events

AUGUST SOCIAL:

Date: Tuesday, August 9, 2016, 6:30-9pm, Dinner at 7pm

Venue: The Islington Golf Club, 45 Riverbank Drive, Etobicoke, Ontario M9A 5B8.

Guest Speakers: To be Confirmed. Please check the UCR website for details.

There will be many door prizes awarded this evening. UCR President Mike Bryan has a quantity of Porsche Coffee Table books from the recent PorschePlatz. There is also some PCA Jay Peak Parade swag and UCR Goodie Store merchandise to be given away. Drive your favourite Porsche to the private and secure parking lot at Islington and enjoy each other's company and cars. The main course will be a freshly carved hip of beef.

Cost: Register in advance via www.ClubRegistration.net (as described above) and pay \$30.00 per person, which includes dinner, door prizes, taxes and gratuities. Cash bar. Members and guests are welcome.

SEPTEMBER SOCIAL:

Date: Tuesday, September 13, 2016, 6:30-8:30pm, Bar B Q Dinner at 7pm

Venue: Porsche Centre Oakville, 2250 South Service Road West, Oakville, Ontario L6L 5N1 1-(855) 319-7534

www.porschecentreoakville.com

Porsche Centre Oakville will again be hosting an evening for UCR members and guests at their showroom in Oakville, just off the QEW highway. This is a great event for all of our members who live in the west end of the GTA. Come and see the latest models from Porsche and enjoy the camaraderie of your fellow Porsche enthusiasts.

Cost: Register in advance via www. ClubRegistration.net (as described above). There is no charge for this event and there will be no cash bar available as these premises are unlicensed. Members and guests are welcome.





JULY SOCIAL

By Martin Tekela, UCR Socials Chair Photos by Michael A. Coates, UCR Photographer

early ninety UCR members and guests, enjoying the hot and muggy mid-summer evening weather, enthusiastically attended the June 12 event which was held at Downtown Porsche on Front & Parliament Streets in Toronto. Most drove their Porsches to this event and there were many fine examples to admire. Downtown's small parking lot quickly filled up but ample parking was available at the Green P lot on Front Street directly across from Downtown Porsche.

The evening started around 6:00pm and UCR President Mike Bryan officially welcomed everyone at 6:45pm. He introduced our host, Ms. Helen Ching-Kircher,

President of Downtown Porsche, and presented her with a bouquet of orchids. Helen then spoke about some of the exciting model changes coming from the Porsche factory.

Following Helen at the podium, Mike Bryan announced that the Upper Canada Region (UCR) continued to be the largest and fastest-growing region in the Porsche Club of America (PCA), a fully independent automobile club. He recognized that this milestone was certainly assisted by Downtown Porsche, which provides a one year PCA membership to all of their Porsche customers. Retention of these new members and all existing members was achieved by UCR's all-volunteer teams of dedicated Porsche enthusiasts.

Mike then presented UCR pins to all of the new members present. These were Dave Grant, Ken Nguyen, James Smith & Kristen Massola and Iris & Andrew Zawadowski. UCR Vice President Kathleen Wong presented pins to Randolph & Maggie Fung and I presented pins to Steven & Heather Alikakos later in the evening after Mike's presentation. New members Sunil Sharma and Shaun Simrod checked in with Kim and Michelle



The weather co-operated and guests enjoyed the traditional Downtown Porsche Backyard BarBQ held on the rear parking lot.



Lots of great P-cars were on hand, including this example of Downtown Porsche's Racing Effort

at registration but weren't at the front when Mike called their names. We couldn't find them afterwards, so please see me, Mike or Kathleen at another event to receive your UCR pins.

Chris Plater then hosted Downtown Porsche's traditional "Trivia Quiz" and ten prizes were awarded

to those attendees who provided the first correct answers to his questions. This year's trivia theme was hybrid cars. Chris mentioned that demand for Porsche hybrids has really increased as more customers are going "Green."

After these formalities concluded, everyone was invited out to the rear parking lot for Downtown Porsche's traditional, complimentary backyard BarBQ. There were freshly grilled German and Polish sausages as well as



Downtown Porsche's Chris Plater hosting the "Trivia Quiz".

traditional and veggie hot dogs. Toppings included hot peppers, sauerkraut, mustard, ketchup and relish. There was also a variety of mixed green, potato, noodle and pasta salads and a variety of iced soft drinks and bottled water. Dessert included fresh fruit and cookies, the latter of which are always a hit with our members.

Members and guests enjoyed each other's company and the many Porsches present until around 8:15 pm, by which time most had left. Thanks go to the Socials volunteers of Kimberly Viney and Michelle Gananathan at the event registration desk and Mario Marrello who looks after ClubRegistration.net



of engines and exhausts as the Porsches roared off.

Mark Kalin and his 2 sons, Walker and Nate, led the third group of cars. They did an amazing job making sure no one was left behind on the small twisted roads leading to Flat Rock Cellar. Having 2 yellow Porsches to round out the end of the group might have helped! Taking the scenic route through the wineries was a great experience - not to mention, I now have a mental list of wineries that I need to revisit!

Flat Rock Cellar did an excellent job hosting our club, and I'm sure everyone enjoyed their wine tasting. Some of us even caught a glimpse of Patrick Chan, the Olympic figure skater, promoting his ice wine! Even for the non-alcoholic folks, the winery





By Cynthia Wong, UCR Member

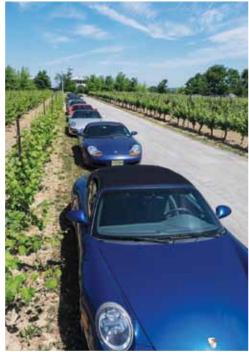
he weather forecast called for a sunny, hot summer day. And luckily, it did not disappoint!

Father's Day weekend marked the 6th annual Bear Manor Poker Fun Run, hosted by Vaughn and Jennifer Warrington. A total of 45 cars joined in on the fun – from first time attendees to 6th year veterans. Me? This was my first event, in my first year as a PCA UCR member, and not to mention, my first year as the Fun Run co-chair volunteer.

The drive into the Niagara region was, thankfully, uneventful. Since I was driving in from downtown Toronto, it was a rare weekend where the Gardiner Expressway wasn't closed for some sort of major event, construction, or accident. I picked

up my co-pilot in Mississauga, and we were on our way to the meeting point!

We arrived at the meeting point shortly after 9:30. Armed with a cup of coffee and sunscreen, we wandered around to admire all the Porsches that showed



up; ranging from 912 to 991 GT3. All the cars were predivided into 3 groups. Group 1 and 2 soon left to begin their Fun Run, after the safety meeting and the first pair of cards for the poker run were dealt. Being part of the third group meant that I could listen to the medley



fresh air and scenery. After a relaxing pit stop, we continued our scenic drive to Bear Manor, where a fabulous lunch spread was waiting for us.

The Fun Run was well organized and executed. I'm sure I speak on behalf of everyone when I say, "Thanks,

Vaughn and Jennifer!" It couldn't have happened without the team leaders - Stewart and Madison McKinney from Group 1, Gerry and Marilyn Cornwell from Group 2, and the Kalin's - Mark, Walker, and Nate of Group 3.

Continued on page 16..



BEAR MANOR ... continued from page 15

Oh, an interesting story to that 1968 912 I was admiring earlier that morning. There's beauty to be found in older, simpler, pre-ECU technology. The owner, Ry Smith, was getting ready to leave after the great day, but couldn't get the car started. He was going to hot wire it, but realized there was a broken wire in the ignition coil. Luckily, Vaughn had the connector and crimping tool





There really is no better way to spend a Saturday morning, than with 45 other Porsches driving through twisted roads, a little bit of wine, and some poker excitement. Topped off with an impressive buffet-style lunch, while sitting in the shade with a slight breeze, and listening to a live concert featuring Vaughn and his team as the warm-up act for fingerstyle guitarist Calum Graham. Life doesn't really get better!

Porsche Club of America, **Upper Canada Region**

ELECTIONS NOTICE: PCA UCR Nominating Committee Invites Nomintions for the 2017 Board of Directors

Any member of PCA UCR may hominate any other member or themselves for any position on the board. The 2016 Board of Directors are:

President Mike Bryan **Vice President** Kathleen Wong Michael Pohlmann **Treasurer** Foster Zanutto Secretary

Directors:

Hazel de Burgh Mark Holman Peter Oakes **Gregory Sachs**

In accordance with UCR By Laws, nominations will close at midnight, September 30, 2016. 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**







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Story and photos by By Larry Funnell, UCR Member

hen we started talking about purchasing a Macan S, European delivery was a given, since we have always wanted to visit Germany, and this seemed like a good way to do it. We ordered September 18, 2015, hoping to take delivery in June with some friends from Rome. Alas, this was not to be, with Porsche moving the date up to May 17th, which our friends couldn't make.

Fast forward an agonizing eight months and we are off to Leipzig to pick up our car. I spent much of this time researching our trip, plotting out the UNESCO World Heritage Sites in Germany, as well as finding the Romantic and Castle roads. While Porsche offer a GPS for Europe, I preferred to take mine preloaded with destinations and routes. The hotel in Leipzig is the Steigenberger Grand, a large hotel with first class service located in the core of Leipzig. We arrived two days before our appointment at the factory to give us time to adjust to the time change.

Porsche gave us an 11:30 appointment at the factory, with a pickup from the hotel at 11:00. We quickly find out there are two other couples joining us, both picking up a Macan S and going on extended European vacations. On arrival at the factory we are greeted by reception, put our luggage off to the side, and then are directed over to a café/lounge where we have our choice of beverages and some light snacks while we wait for our hosts to arrive. In short order, our host David shows up, and it is down to business right away, out to the track, where I had to put up with a Macan GTS as a sample vehicle on the track. David gave us a brief outline of the controls, which he continues as he drives

the first two laps, pointing out the lines and controls of the car. Then it is my turn to take the wheel. I found the track trickier than I expected, of course part of this is the newness and excitement of the vehicle. In particular, the proper line through one corner causes me grief every time. Note to self, book some DE in the near future! I was busy enough, there was only one spot on the track where I managed to steal a glimpse of the speedometer, topping out about 165 kph before standing on the brakes for a corner that was probably taken around 80. After a few laps, we swap vehicles for a Macan S Diesel (they have a separate dirty fleet) for the off road portion. Again, David takes the wheel, demonstrating the features, before handing it over to me. The things the Macan can do are mind boggling, up 35% slope, down with hill descent assist at 3-12 kph, dirt, 38% side slope (you feel like you are going to fall onto the passenger!).

After this we head for lunch in their 5 star dining room, where we can look out and see the freshly produced cars being tested on the back portion of the track. The food is excellent, with a good choice of wine. We chat while we eat with one of the other couples who picked up their car as we did. I ponder how amazing the Macan is to be able to handle itself so well on the racetrack, as well as the off road test. After lunch we wander around upstairs looking at some of the Porsches on display and go downstairs.

Finally, the grand moment, David takes us to the back to introduce us to our Macan, gleefully telling us this is the cleanest it will ever be, given they detail it after it is produced. It is gleaming, we look at it, he explains features, and we take pictures. All too soon, it is off to

the factory tour with the two other couples. The tour is amazing. Cars coming down the line, seemingly at random. Our guide seems to know the options we have selected for our vehicles, and can look at a car on the line and explain the options or market it is destined for.

After the tour it is time to say goodbye to the factory and Porsche personnel for two weeks, and console ourselves with driving our new Macan. Overall we were very impressed with the personnel at the factory, very friendly, and, I also get the sense, very enthusiastic about Porsches. This is more than a job for them.

Our return to the factory is two weeks later (insurance coverage is up to 16 days without an upcharge). We have done 2,844 km, and the car is no longer clean, covered with dust and pollen, streaked from rain and splattered with bugs. When we drop it off it goes through an inspection for damage (none) and cleanli-



Unfortunately, being the photographer, I don't have many pictures of myself and the car other than the one opposite. There's a picture of us crossing the Rhine, one taken in front of the Porsche works, and above, this white 911 that we spotted at Lake Constance being used as a wedding car. I must admit, if it was my 911, I might be worried about scuffing the paint!

ness (we scored a "heavy"), we hand over the keys, snap a couple of pictures and got a lift back to our hotel just the other side of the highway. Now it is time to wait. Again!



B Drovinz

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Story and photos by Graham Jardine

Our first trip to Parade

've skied at Jay Peak since the mid-'70s and been a member of PCA for 12 years, but having never gone to Parade, when my wife Margaret and I heard that it would be at our mountain this year, we just had to go.

First, we had to find a place to stay. I inquired about the resort's three Clubhouse Suites—but alas, they were unavailable. We booked a one-bedroom condo through the accommodation lottery. Then one day, I was asked if I was still interested in a suite—apparently Hans-Peter Porsche was going to be tied up at Le Mans and wouldn't need his, overlooking the golf course and Concours area. Interested? Uh, yeah!

Next was Registration, a process that was a bit daunting. I spent quite a bit of time reading up on the various activities and planning our schedule, so when Registration opened, I was ready.

Parade week finally came and we arrived in Jay late Saturday afternoon to find the resort decorated in PCA Parade and Porsche flags and banners. We promptly hung our UCR flag on the balcony to make our Region's presence known.

Sunday morning, we attended Parade 101—an orienta-



Top: The Concours Banquet was held in the massive Parade Pavilion tent, outside the Stateside Hotel.

Above: Wecome banners greet the new arrivals

tion for first-time Parade goers—and then we were off to Registration at the Ice Haus, where we picked up event materials including our volunteer shirts. We stopped at the Parade Goodie store (tip: go early, popular items sell out quickly), and later made use of one of the three car wash stations—hoses, soap, buckets and cloths, all provided! That evening, we attended the Pirelli Welcome Party buffet, spread across the patios and lawns of two entire hotels!

One of the first things you notice at Parade is the sense of community—everyone says hello to everyone else in passing, even though they've probably never met.

Monday at Parade is Concours day. After waking, we watched from our balcony as the cars made their way onto Fairways 1 & 9 in front of a bluebird sky. We began our rounds at the adjacent Historic Display—what a stunning collection of 356s, early 911s and other models, including three Rothmans-sponsored race cars! My favourite was a rally-prepared 959. Next to the Historics, Porsche displayed current models, including a new 911R.

Then it was on to the fairways, the field of dreams. Gorgeous, meticulously-prepared Porsches as far as the eye could see, arranged by model and year. We watched judges, identifiable by their white shirts, clipboards, and groundsheets (for under-car inspections) assess the cars—*Provinz* editor Randy Gananathan was judging the 356s! UCR past president Botho von Bose judged newer cars. As we made our way around the field, we also encountered several of the other UCR members present. It's hard to imagine a more impressive singlemarque display of cars anywhere!

As in our own Region, PCA events don't happen without volunteers. Parade is "Fuelled by Volunteers". Our Monday afternoon volunteer assignment was to staff the Goodie store—I don't think I'm cut out for a career in retail, but we did a respectable job of keeping the remaining stock neat and orderly. Tuesday, we manned a checkpoint in the Time, Speed, Distance (TSD) Rally—we logged participants' time in, received a time slip from

continued on page 22...

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VIRGINS NO MORE ...continued from page 21

them and provided an "out-time slip" so they knew exactly when to begin the next leg. Our crew captain and a few others were experienced with the timing equipment and process and helped us learn the ropes. Unfortunately, we watched a few teams zoom past our



We made a stop at the Parade Goodie store, which featured lots of PCA and Parade-specific merchandise

checkpoint without noticing the turn-in. We heard that some almost made it to Canada before realizing the error of their ways!

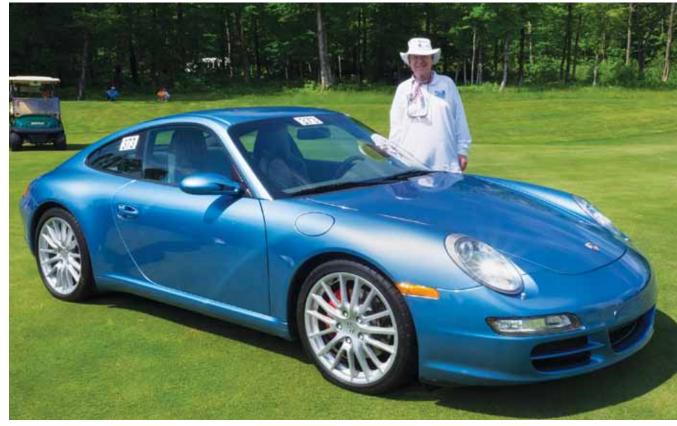
Tuesday evening's Concours Banquet was a highlight of Parade. At one point, they had everyone stand, then sit down according to the number of Parades attended. If I remember correctly, the last standing had attended 52 Parades—astounding! UCR was honoured for PCA's Greatest Actual Growth, and later in the week, Best Overall Website, Class V (for large Regions).

The massive "Pirelli Welcome Party buffet"

I signed up for Wednesday morning's Best Ball/Shotgun Start Golf Tournament. Unfortunately, this was the one-day with heavy rain! That afternoon, I participated in Michelin's Drive & Compare event, driving two new 911s back to back—one equipped with matching Pilot



Although appearing to be picnicking, *Provinz* Editor Randy Gananathan was actually judging and working hard amongst the 356's.



Botho von Bose displaying his pristine 911 Club Coupe

Sport Cup tires all around and another with different tires on the rear—to illustrate how handling is compromised when you mix tire compounds front to rear.

Thursday was the Gimmick Rally—we were given a map with the location of 16 of Vermont's fabled covered bridges and told to visit them, taking pictures of each to prove we had found them; the car accumulating the shortest mileage would be the winner. The route took us through the scenic Smugglers Notch mountain pass to the famous Trapp Family Lodge and the town of Stowe, with its interesting architecture. We only finished mid pack, which I'm sure was just a computa-

tional error after they converted our Canadian car's kilometres into miles. We had the maximum fun possible though and saw some beautiful countryside.

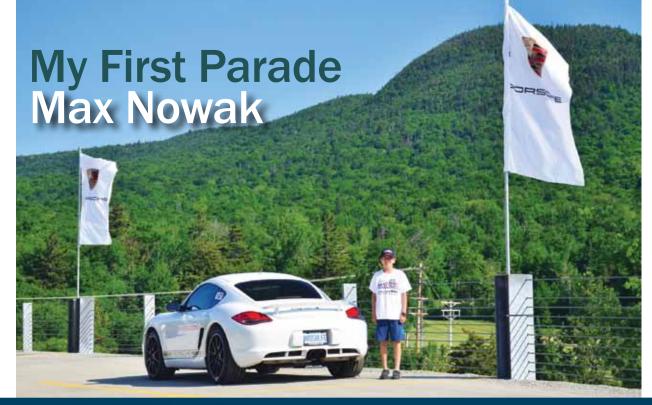
We headed home early Friday, missing out on the Volunteers Lunch and the Victory Party, where additional awards were handed out and prizes drawn. But as perhaps you can tell, we had a great experience.

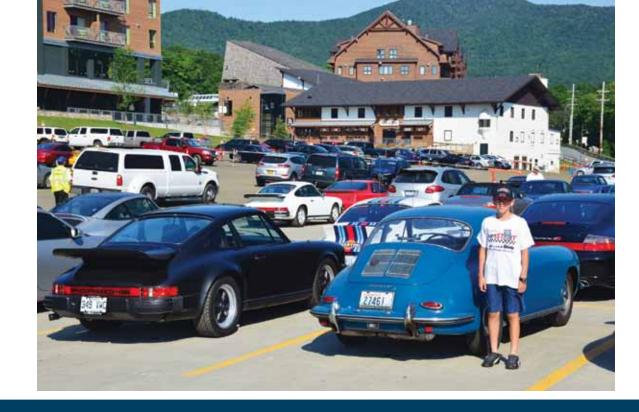
They say you will always remember your first—Parade, that is—and I'm sure that is true. We might not make it to Spokane, Washington for the 2017 Parade, but the next time one is within reasonable driving distance, we'll be there!



CarCare Products

The Journal of Upper Canada Region





Story and Photos by Max Nowak, UCR Member

y dad and I love cars. We go to lots of car shows and races and have watched every Formula 1 race since I was 5 years old. My favorite car is the Bugatti Veyron, but my dad's favorites have always been Porsches. When my dad bought a Porsche Cayman S last year, I loved the car, but didn't know there would be so many special events for Porsche owners and their families.

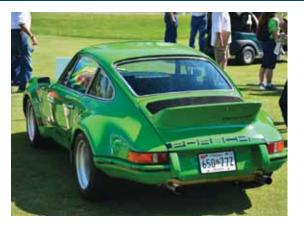
On Father's Day, my dad and I woke up early and had breakfast. We then started the long drive to the Porsche

Parade in Jay Peak, Vermont. It was a fun drive and we saw many other Porsches on the road on the way there. Some were driven, but others were towed on trailers. As soon as we got to the U.S. border, the border guard asked us if we were going to Jay Peak. He said he knew because almost 100 Porsches had already crossed the border and everyone was going to the same place.

Jay Peak was a great place for the Porsche Parade. Our family went there last winter to ski on the mountain, but it was even nicer in the summer. During the parade there were fun events like a Porsche Concours, rallies, autocross competition, RC car races, and a big hospitality facility with sponsors giving out items like pens, shirts, and hats. There were also separate events for children like a pool party, arts and crafts, and RC cars for us too.

When we arrived on Sunday afternoon there were Porsches everywhere. We even saw some that drove from really far away like Alaska and Texas. On Sunday night there was a big banquet outside on the mountain where the President of Porsche North America talked to us about his lifelong fascination with cars and introduced the new Porsche 911R to the club. The food was







very good. We met lots of other Porsche owners and talked about our cars and the reason we came here. We also celebrated Father's Day and Porsche's unbelievable victory at the 24 Hours of Le Mans that day.

There was a lot to do to every single day of the Parade: On Monday, we spent the morning looking at all the beautiful Porsches at the Concours. There were old and new cars in mint condition to see in person like 356's, old 911's and some new turbocharged cars, like the 718. In the afternoon, we went for a drive on beautiful mountain roads. Some had major elevation changes and others went back and forth like a snake. Villages were planted on the side of the roads and fellow Porsches

continued on page 26..



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could be seen driving down the roads. All the other Porsche drivers waved or flashed their lights; it was really cool. During our drive, we went to Rennline where

the owner gave us a private tour of the entire factory where they make special parts for Porsches. He told us that they sell a lot of parts online, but only two or three people come to the factory every year, so he wanted to show us the place.

On Tuesday, we went for another fun drive and stopped at the Ben & Jerry's ice cream factory. We got to see how ice cream is made and tasted freshly made ice cream. In the afternoon, we competed in the RC car races. The cars were provided and they were all 911s! I don't mean to brag, but my dad and I both won 1st place in our

classes. My dad also got a trophy for having the Fastest Time of the Day.

On Wednesday, my dad raced in the autocross, which was at an airport near Jay Peak. Due to safety reasons, I had to sit in the bleachers on the side. Autocross day was very rainy, making things interesting to say the least. The times went from 42.5 to 91.6, and I went from warm to very wet and cold. After the autocross we had to leave and drive home. It was my brother's birthday, so we finally had to return to Toronto.

The Porsche Parade was a lot of fun. I never thought I'd see so many Porsches in one place. I want to go again next year when it will be in Washington state. If you would like to come to next year's Porsche Parade,

mark your calendars to keep that whole week free because there is no reason to leave halfway into week when the event and all the fun is just getting started.







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AUGUST 2016 The Journal of Upper Canada Region



By Dan Proudfoot, PCA-UCR Member

Part II of a continuing story

Before beginning any involvement with an aged, needy but still desirable Porsche, the first step must be establishing how much work and how many dollars separate eventual perfection from present condition.

Otherwise you risk breaking the bank, your heart, possibly both.

Horst Kroll's 44-year-old 911T coupe and '77 911S Targa, first described in the June issue, clarify the principle. Read on if ever you dream of making an old car new.

In our first installment in this series, Rick Bye and your reporter set out to sell these cars as a favor to Kroll, a mutual friend and the 1985 SCCA Can-Am racing champion, before he turned 80 this spring. We began with no clue as to their worth.

Any Porschephile knows air-cooled Porsche prices shot off the ski jump some time ago. Especially long-hood 911's made before 1974, pre-dating the impact bumpers and shorter hoods. A Concours-level '72 911T coupe like Kroll's can top USD \$100,000, a 911S, \$200,000-plus. Even long-hood 911's with impact bumpers have appreciated to the tune of \$45,000 for a perfect '77 Targa.

The question we had to address was how distant Kroll's cars were from those expressions of perfection. To his thinking they were solid runners; he'd driven them into his condo parking just after retiring from running his East-end Toronto repair shop, but they hadn't run in so long their batteries wouldn't take a charge.

We quickly determined the '77 should be sold as a driver – if in fact it would drive. Before the New Year, Bye towed the red Targa to Auguste LeCourt's shop in St. Catharines for a determination. They'd both worked for Ludwig Heimrath, LeCourt as race mechanic, Bye as service manager.

The '72 remained a tougher call. Potentially it was worth much, much more. But Bye's discovery of a large hole in the structural panel where the front suspension A-arms mount, left us wondering about the existence of other structural damage.

Enter Bruce Farrow, PCA UCR appraisals chair. When Farrow was preparing his first 356 for vintage racing, Kroll was happy to share his expertise. Now Farrow agreed to appraise the 911T, no charge, so we'd know what we were trying to sell

Watching Farrow work: a clinic. With his methods, I'd never have bought the five-year-old 356B Super that engaged me nearly 47 years ago in a lifetime of Porsche pleasure and pain. I'd have waited for a better one.

Farrow recommends that the first step in the restoration of an older Porsche, even prior to purchase, is establishing what the car actually is.

Although many a short-hood is modified to look like a Carrera RS 2.7 Lightweight, only 134 are the genuine item. In this case, at the opposite end of the spectrum, a 911T Sportomatic - once scorned but increasingly appreciated for being manufactured without a clutch pedal, its clutch engaging electronically when the driver touches the gearshift to select one of four gears forward - we needed only establish its likely authenticity.

As Farrow methodically recorded and photographed number plates and stampings that determined the engine was designated for Sportomatic application – only a Certificate of Authenticity from Porsche would confirm the engine and transmission were original - his eyes kept moving. "'S' trim on the rear bumper, that's unusual," he said. "Hmm, a 'S' instrument package as well. Could have been special ordered.



A Dan Proudfoot

Another letter, the 'E' following 'Type 911 T' on the

chassis plate, "indicates fuel injection - mechanical (italics)

fuel injection, not the K-Jetronic introduced in 1974 - and

The gaping hole beyond the chassis plate didn't trip up

Farrow as it had us. "Replacing that structural panel is a big

job, a two-to-three day job, but easily done and the replace-

The battery boxes – one on each side in this era of 911 –

were pronounced fine, as were the vertical stiffening struts

generally solid undercarriage confirmed the car's California

within the rear wheel wells that often are rusted out. The

ment panel itself is something like \$600," he summed up.

much-coveted by collectors."

Well, good news there.

His sweetness and light dissipated as Farrow turned to the outer body. The smoothness inside the bottoms of the doors could only mean body filler, and his Elcometer paint thickness meter went "off the scale" on the sides of the doors confirming plastic there as well.

The outer rocker panels were original but kaput: they'd need replacement. New doors, new front fenders, too. As for the bubbles at the bottoms of the windshield A-posts, that'd require four hours of metal-working for each small area. The window trim on the passenger side was exceptional, the driver's side trim scratched. Some of the glass was clear, some tinted, and that wouldn't do.

He deemed the hood perfect and likely original, and also applauded the condition of the bumpers – other than the after-market protrusions at the back undoubtedly added circa-1980 intended to update the appearance to the safety-bumper era. Another departure, as Farrow noted in his printed report, "the car has been painted 'white' to a very poor standard." The paint code '224' designated metallic green as the factory colour.

Inside, the headliner was the same brown vinyl as the seats, possibly special-ordered and original. No way of knowing without the authenticity certificate, but he could be reasonably sure the 126,420 miles on the odometer was correct: he performed his usual test of hoisting an open door upward: there was so little play in the hinges, this wasn't likely a high-mileage car.

The appraisal stopped short of addressing mechanical issues, other than establishing the engine was not seized. Farrow had set out only to establish whether Kroll's 911T was a candidate for restoration, and within a week we had our answer.

"The car is economically restorable given its lack of serious rust and the likelihood it is original 'numbers matching' and may have features that will only be revealed through access to Porsche factory records," he wrote in closing comments following the points mentioned here and much, much more.

Referring to auction reports and industry standard pricing guides, he continued, "the value range for the vehicle/ year ranges from a low of \$45,000 for a (Condition 3) running vehicle needing repairs . . . to \$85,000 for a (Condition 2) virtual show car.

"This vehicle is placed below this value range because it is a low Condition 4 and consequently the Actual Cash Value (ACV) is \$20,000.00," he concluded, explaining the ACV to be "the highest price between a willing buyer and a willing seller who are both knowledgeable, informed and prudent."

A phone call from Auguste LeCourt advised that the '77 Targa was ready to go. New battery, new gasoline, new fuel filter, new oil and oil filter, and many hours labor (addressing corrosion within the fuel pressure regulator and drilling out the passenger door's latch so it would open), totaled \$1,280.04.

Bye drove the Targa home smiling. "It ran fine," he said on arrival in Mississauga. "A little drafty, that's all." Anyone with an old Targa would understand.

We agreed that \$25,000 wasn't asking the earth for a '72 coupe as fundamentally sound as Kroll's had proven to be. And surely someone would pay \$10,000 for a sweetrunning '77 Targa?

Rather than advertise, we spread the word among friends in the Porsche community. Very soon thereafter the phone started ringing and two buyers were offering \$32,000 for both cars. Sold! To Pfaff Porsche.

TO BE CONTINUED...







CA uses a tagline "Fuelled by Volunteers". I think this tagline is very appropriate for UCR's events too, in

particular for our Fun Run Program. Our Fun Runs, Rambles and Tours couldn't happen without the enthusiasm and dedication of our volunteers. There's a team of wonderful hosts who plan and host each event, including plotting their route, arranging venues for the starting location, pit stops and lunch, plus whatever other features they want to include in their event. Our hosts are all such passionate ambassadors of the club!

It's the behind-the-scenes support team that I want



to give special recognition to now, and I also want to introduce you to the newest member of our team – Cynthia Wong. Cynthia reached out to me a couple of months ago, saying she wanted to get involved in the club by Co-Chairing the Fun Run Program. She was a new member in 2016 who had never been on a Fun Run before. So I suggested she register for Vaughn

Warrington's Fun Run on Jun 18th. In the period leading up to that event, Cynthia quickly learned everything she could about the Program, and she's taken on more and more responsibilities to help with the smooth running of the Program. Welcome to the team, Cynthia! You can read about Cynthia's first experience on a Fun Run on page 16.

Beyond the coordination efforts of Cynthia and me as Co-Chairs, these are the behind-the-scenes volunteers who support everything from marketing each event by publishing details about each event in Provinz and on UCR's website, setting up each event for registration, processing the registrations, obtaining insurance for each event, capturing photos, editing and publishing post-event articles, reconciling the monies received, and processing the hosts' expenses:

Ken Jensen – UCR Webmaster
Randy Gananathan, Garth Stiebel, and their
proofreaders – Provinz Editor & his team
Mario Marrello – Fun Run Program and
Registrar / ClubRegistration Guru
Art Quinlan – Insurance Coordinator
Michael Coates – UCR Photographer
Michael Pohlmann – UCR Treasurer

All of these people volunteer their time in support of this Program, doing something they love and are passionate about, for the benefit of all our members. We couldn't have such a successful Program without their help.

If you'd like to get involved by helping with any of these roles, or to plan an upcoming event, please let me or Cynthia know via fun-runs@pcaucr.org. We already have one event on the calendar for 2017. As the saying goes, "Many hands make light work!"

Enjoy the rest of the season.

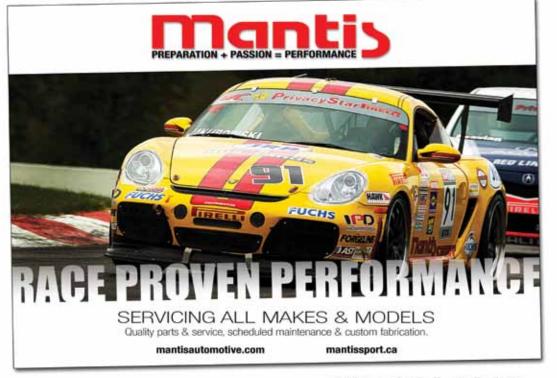
UCR's 2016 Fun Runs Rambles & Tours

Details: www.pcaucr.org/driving/fun-runs

Register via www.clubregistration.net starting at 6pm on the registration dates listed below:

EVENT DATE	REGISTER ≥ 6pm	MAX # CARS	EVENT NAME	HOST NAME(S)	HOST EMAIL (for more information)
Sat, Sep 10	Sun, Jul 17	50	Porsche of London Fall Fun Run	Mike Salter	mike@porschelondon.com
Sat, Sep 17	Sun, Jul 24	30	Eastern Shores Fun Run & Car Show	David Forbes & Peter Hoffman	david.forbes@rbc.com peter@hwa-inc.com
Sun, Sep 25	Sun, Jul 31	50	"Salmon Run"Fall Coastal Ramble	Randy Gananathan	rdgananathan@gmail.com
Sat, Oct 1	Sun, Aug 7	24	Muskoka Fall Colours Fun Run	David & Anne Forbes	david.forbes@rbc.com
Sat-Sun, Oct 1-2	Sun, Aug 7	30	Nickelball Tour	Greg Oldenburg & Dennis Centis	greg@oldenburginc.com dennis@centistile.com
Sun, Oct 23	Sun, Aug 28	15	Port-to-Port-to-Port Fall Fun Run	Mike Blinn & Rick Zuccato	cmblinn@gmail.com rjzuccato@gmail.com

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Drovinz

August 2016

The Journal of Upper Canada Region



Story by Phil Downe, UCR Member, Yorkville Exotic Car Show Founder & Chairman Photos by Wolfgang Lott, *Provinz* Contributing Photographer

he Yorkville Exotic Car Show (YECS) staged its first event on Saturday, July 10, 2010. Having been newly elected as a UCR Director, I'd founded YECS wanting to raise the profile of PCA UCR and hopefully grow membership (we were PCA's 8th largest Region at the time) by holding our annual Concours in tony Yorkville, with the backing of the Bloor-Yorkville BIA.

The idea was also conceived to foster goodwill with other sports car clubs and raise money for charity—two UCR mission statement objectives that were getting short shrift at the time.

The venue, with display car limitations, didn't satisfy UCR's open-registration objectives and the anticipated budget was far beyond our board's comfort level. I knew this could work, so with the board's blessing I ran solo with it and enlisted the help of a few UCR volunteers—including





David Elsner who is now our Executive Director, plus a few others from the local Ferrari Club—and we were astonished with the 12,000 spectators, widespread TV & news coverage, and a \$20,000 profit that all went to charity.

Year two saw the Aston Martin and Jaguar clubs added to the schedule, and by year three, nine different southern Ontario car clubs were represented. In recent years, we have shifted our focus from car clubs to themed car corrals, which always include some interesting surprises. The free-admission event has been at capacity ever since.

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YECS ...continued from page 33.

Every Father's Day, we now draw crowds of close to 95,000 spectators. Our 18 directors and 40 student volunteers are proud of our achievements in promoting car culture, in raising awareness of prostate cancer—a disease that affects one out of every eight men in Canada—and in raising the \$200,000 to date that we've donated to Prostate Cancer Canada.

For more information check out: YorkvilleExotics.com

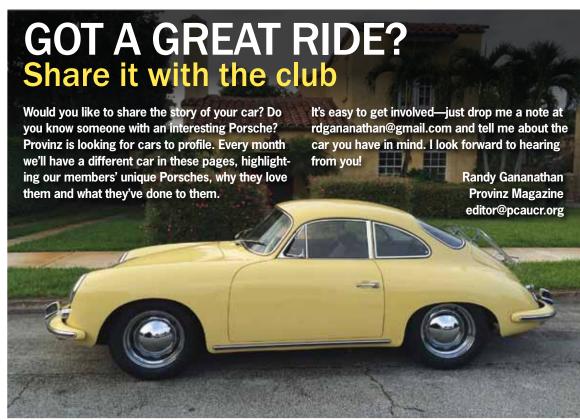












Drovinz

AUGUST 2016 The Journal of Upper Canada Region 3





By Dave Osborne, UCR Track Chair

ugust is filled with the UCR Club Race (Aug 5th through 7th), an IDS on Friday August 26th and a full DE to follow on the 27th and 28th. While the Introductory Driving School takes place at the Driver Development Track the other five days of track time all take place on the main track. So August is a great month to get the most enjoyment out of your Porsche. A few hundred of your closest friends are looking forward to sharing the track with you. For those of you who have never experienced driving your car the way it was meant to be driven, the August IDS allows you to join us for the remainder of the season. Certainly you must be tired of cutting the grass by now.

Ethics are the principals that guide us. Moral ethics is the compass that affects the decisions you may have to make while driving your car. For example if a ball rolls across the road, should you swerve to avoid it and risk a collision? Most people would say no. If a child is running into the road after it, most people would say yes. This brings up a dilemma that may make programming self-driving cars very difficult. Is the self-driving car's duty of safety to its passengers or to the general public and who will make those decisions?

Some researchers at MIT did a study to determine the public's attitudes toward ethical programming and found that what people want isn't what they will accept in the real world. While 76% of the respondents said it would be more ethical for a self-driving car to sacrifice one passenger to protect ten pedestrians, only 19%

said they would buy the car if that sacrifice was one of their family members. The respondents want to live in a world where everyone else's cars minimize casualties, but they want their own car to protect them at all costs.

Photo by 303 Imaging

That brings up some very interesting questions. Who will develop the algorithms that will control your autonomous driving system and who's legal and moral responsibility will those decisions be? If the car decides that it's going to squash a nun in a wheelchair, will it be the occupant's legal liability? Will there be a choice of programs so the owner can decide if they are feeling aggressive or altruistic on a Monday morning? Will aftermarket programs be available that change the life and death metric? Who will guarantee the security of that programming? Could a crazed serial killer, with great video game skills, program an autonomous car to mow down each pedestrian it encounters?

The goal of the autonomous car is supposed to be greater safety, but whose safety are we talking about here? I'm not alone in saying that, while I wish for safer roads, I'm not willing to sacrifice any member of my family in pursuit of that goal. The development of the Tesla-S made its first human sacrifice in May, when it failed to understand that its entire field of vision was the side of a tractor trailer. It didn't apply the brakes and the occupant wasn't paying sufficient attention either. Some will blame the driver, while telling you to trust the technology. You're either driving or you're not. Being on standby is not a normal human condition.

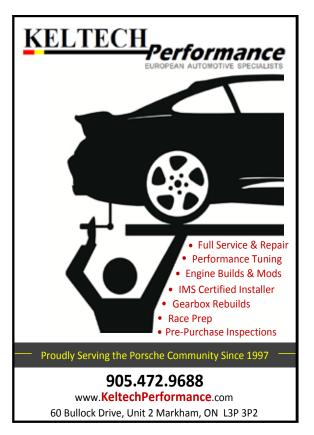
The dilemma of programming autonomous cars will be the most difficult issue that the manufacturers and legislators must examine before they are allowed in public use. I hope that for the rest of my life, I'm able to choose to drive my own car and make my own split second decisions. Nuns in wheelchairs should stay off

Who wants the best worker assignment ever? Our Registrar Sheri is doing a fantastic job, but her employment has been requiring her presence in California for several weeks per month. She may not be able to make every track event next season. She's happy to do the job, as it can be done as her time permits, if we can find her an assistant for the track part. This is why it's such a great work assignment. It only takes one hour on the first day of the event. By the time we start the event, you're already done for the weekend. Registration is set up the night before, so when you're done, you deliver everything remaining to the Radio Room at Staging.

This duty requires someone who comes to every event (except NNJR) and has a modest understanding of the alphabet. It also helps to have a friend or family member that you can task with helping you distribute the give-a-way, in case you need to separate shirt sizes or anything. Just let anyone on the Track Team know if you're interested.

See you trackside!





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The Photographer's view

By Wolfgang Lott, Provinz Contributing Photographer

couldn't attend this year's Parade in Vermont—and it was so close! I needed an event to attend. Hmmm... Father's Day, June 19, the Yorkville Exotic Car Show! I checked their web site and reached out to volunteer.

My daughter said she'd like to spend the day with me there.

The Director for YECS responded back, inviting me to attend and offering a pass to photograph the event. So, for this car-guy-photographer to spend Father's Day with my daughter, photographing cars... it sounded like a perfect plan!

The morning of the show, I picked up my daughter and we drove down to the Finch Subway Station in Toronto. We hoped there'd be parking left and there was! I had

some nine-year-old TTC tokens and we hoped they were still good... they were. I hadn't been on the subway in over a decade... it's still the same. The A/C worked fine—a good thing as the day promised to be hot. We arrived at Bloor and made our way to the surface. Crowds were heading to the show on this beautiful, warm sunny day.

We had not been to the YECS before. Bloor St. West from Bay to Avenue was closed off. As we entered the show area, I was struck by the irony of the setting... the heart of busy Yorkville, shut down to vehicular traffic, for a car show! A red carpet laid down the centre line of Bloor, exotic cars on display on either side. Crowds

We dug out our cameras and got to it—at the Porsche

Corral first, of course! Then, we discovered yet another Porsche Corral!

There were some really excellent live music performers scattered throughout the venue. Vendors displayed their wares and showed off their services. The Yorkville shops and restaurants were all open. The street was filled with Ferraris, Maseratis, Lamborghinis, Corvettes, Mustangs, Aston Martins, Lotuses, Porsches, and so

My mission was not just to photograph the cars, but also to attempt to show that the event was in Yorkville,

continued on page 40...





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AUGUST 2016

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MORE YECS ... continued from page 39.

Toronto. Having the high-end shops and the facade of the ROM in the background certainly helped.

What a great car show and great event! And all to benefit prostate cancer research! Judging by the crowds, I have to believe the organizers did a superb job. We enjoyed ourselves and we'll be back... unless the date conflicts with Parade next year and I make it to all the way to Spokane, Washington? Hmmm...











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PERIPHERAL VISION

By John Adam, UCR Historian

pper Canada Region

continued in its winning ways at the 2016 Parade in Jay Peak, VT. We won the trophy for our web site.(Ken Jensen, webmaster) Once again, we won the membership growth award (Angie and Mark Herring, membership co-chairs) for about the eleventh time and we continue as the largest Region in PCA. Newsletter and web site competitions are broken into five classes based

on Region size. UCR is in Class 5 with the largest Regions.

We had 85 UCR members registered at Parade.

Among the entrants who received scores in the Parade main events were the following:

Autocross

Daigle, Dan 2011 Black Cayman

Nowak, Matt 2012 Carrera White Cayman S

Pare, Tim 2006 Black C4S

Concours d'Elegance

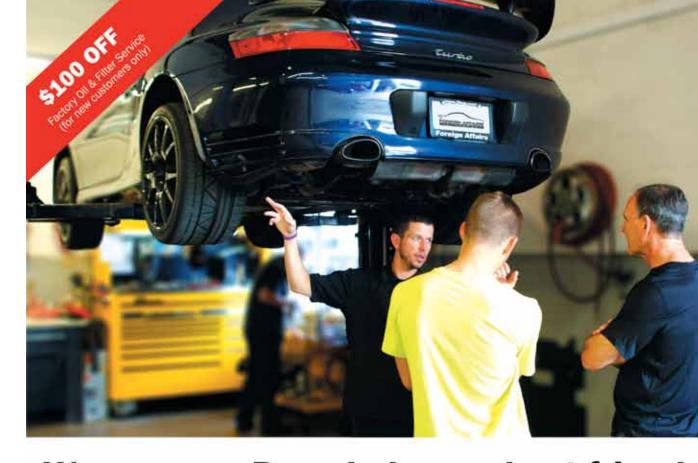
Collins, Oliver 1995 911 Carrera Dimech, Mark 1985 911 Ivers, Adam 2015 911 GT3 Muraki, Wallace 1984 944 Tam, Roy 2005 996 Tsang, Joeie 2010 997 GT3RS von Bose, Botho 2006 911 Carrera S

TSD Rally

(27 UCR cars total, scoring within top 10 in class) Mario Goyette & Debbie Goyette Rosey Koivisto & Bruce Koivisto Ronan McGrath & Stephanie Perry Desmond Tam & Samantha Tam

Rennsport will be at Tremblant September 19-20, just before the UCR weekend at CTMP. This is a popular event and has been a sell-out in past years, even for instructors. Don't forget that Rennsport has a cancellation fee of \$100 should you decide to drop out. The Tremblant condo reservation service also has a cancellation fee. If you want to extend the season to November, you can get to Virginia International Raceway. It's 1,100km but a great track by all reports.

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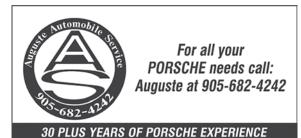
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