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THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA • VOL.40 No.396



MARCH 2016
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THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA

Volume 40, Issue Number 396 • March 2016

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PRESIDENT'S FORUM



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

UCR's 40th Anniversary is providing a great opportunity to learn about our club's history. I thoroughly enjoyed preparing for my "fireside chat" with some of our Past Presidents at our January Social, because it prompted me to contact a number of them who are still members, including our Founding President, Geoff McCord. I was thrilled when Geoff and several other pre-2000 Presidents accepted my invitation to come and talk about their experiences in getting UCR up and running and laying the foundations on which the largest and most active PCA Regional club in North America has been built. *Provinz* reported on our fireside chat in the February issue.

I was even more thrilled when I saw Geoff's article that appears in this issue, where he paints a clear picture of how UCR was born. I'm sure many of us have wondered about this and picked up snippets of the story here and there, but this may be the first time our early history has been documented so well and made accessible to us all. I look forward to further monthly articles from other Past Presidents that will not only entertain us and answer our questions, but combine to provide a coherent record of our club's history and development. Perhaps my excitement about this stems from experience in my other hobby—collecting antique phonographs and learning about the origins of recorded sound. In preparing for presentations on this subject, I sometimes need to carry out research on the inventors and companies that created the recorded music industry. Quite often there are pretty big gaps in the information available, particularly in Canada, and it's disheartening to think that much of the missing information that would answer all kinds of questions we have, will most likely never be found. So to make sure that doesn't happen for our club, let's use our 40th Anniversary year to capture and consolidate UCR's history.

One of the notes we might want to make for the benefit of future historians is that in February, 2016, according to Mike, there were more two-door clean and shiny Porsches driving around on Ontario's snow-free streets than in any previous February in living memory. Unfortunately, that didn't include our Boxster S, which muttered something about the day of reckoning and a winter's worth of snow being ready to wallop us in March. Hmmm, we'll see.

You may have read in past issues of *Provinz* about one of UCR's community support activities—Street Survival School, that was created in 2002 by the BMW Car Club of America Foundation and has grown to become the preeminent safe-driving program for young people in North America. Participating organizations include the BMW Car Club of America, the Sports Car Club of America, the Porsche Club of America, the BMW Car Club of Canada, the National Council of Corvette Clubs, the Audi Club of North America, and Tire Rack, the program's title sponsor. Regions or chapters of those car clubs are now running over 100 Street Survival School one-day classes each year, the two largest of which are run by the BMW Club Trillium Chapter with UCR, right here in Toronto.

For us it started a few years ago when Past President and Autocross Chair, Mario Marrello, made a proposal to the board for UCR to support the BMW Club in hosting a Tire Rack Street Survival School. The board recognized the quality and value of this program and welcomed the idea of co-operating with another car club and of using our skills and volunteers to provide this community service. Mario then took on the lead role in developing our working relationship with the BMW Club, finding volunteers to help run the event and making our first venture a great success. Since then we have continued to team up with the BMW club and run two Street Survival Schools every year with up to 48 students and 50 of our volunteers at each. Yes, it takes a lot of volunteers and a lot of organizing.

I'm very pleased to tell you that Mario's work has been recognized by the BMW CCA Foundation and its partner organizations. They have named Mario Marrello a Volunteer of the Year among the "Class of 2015" honorees to the Street Survival Circle of Excellence. It's a well-deserved individual recognition for Mario, but he is the first to acknowledge the many volunteers who give their time and energy to this rewarding community service. Indeed, congratulations to Mario and his team of volunteers. Thanks for making us proud.

Keep your eyes up and drive safely,



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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You may visit UCR on the web @ <http://www.pcaucr.org>

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The Mart: <http://pcaucr.org/classifieds/>
Classified ads can be submitted through the website.

MARCH 2016

DRIVER'S SEAT

What better to do than head south in January?



Randy D. Gananathan, Editor

I had bought Porsche Coral tickets for the Rolex 24 Hours at Daytona a long time ago in 2015, but as luck would have it, I connected with UCR Past President Gord McNeil at the January social. He was going to

Daytona, so we promised to reconnect.

Gord knew the best deal as a multi year visitor to Daytona and he got me in to the unbelievable, the CAD \$750/ticket Champion's Circle Thu/Fri/Sat/Sun where you get into the special Champions Club on the infield; special parking steps from a 4-floor clubhouse with all meals included; snacks all day on 2nd floor; open bars on ground, 2nd and 4th floors with included premium beverages; 4th floor open rooftop stand with seats and a panoramic view of the entire track! Located at the Start/Finish line, you are at the best possible spot; you get access to the garages (pit access was extra) and you can go out to the Start/Finish line at certain times between races, I got to write my name on that checkered line! Winners come into a special podium and sign autographs; other racing dignitaries come to the main dining area during meal times to talk about racing, cars, the tracks and even the CEO of Daytona came in to explain in detail about their 30-month renovation project. And so, my PCA tent plus infield parking for USD \$130 was a lot less in every possible way. Splurge! It is truly worthwhile paying for the Champions Club for the best four days of racing when you go to Daytona. Thanks Gord, for my best racing spectator experience, ever!

Daytona was followed by 48-Hours at Sebring early February and the 12-Hours mid month, both events were attended by many UCR Members and we'll feature their stories later. In this issue,

we focused on the creation of UCR as documented by Geoff McCord, UCR's founding president on P24 and the presidential role aptly confessed to by Phil White reminiscing his time leading UCR 25 years ago in 1991 on P40.

Our Art Director, Doug Switzer and I worked on developing our 40th Anniversary logo/badge. See P25 for details.



Write to me about everything: editor@pcaucr.org



The Journal of Upper Canada Region

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 | Introductory Driving School CTMP DDT |
| | 30 | Sat | Introductory 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 | Social Islington Golf Club |
| Jun | 29 | Sun | Street Survival School - UCR & BMW Trillium |
| | 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 |
| Jul | 14 | Tue | Social Downtown Porsche |
| | 18 | Sat | Bear Manor Niagara Escarpment Poker Fun Run |
| | 18 | Sat | Ramble to Porsche Parade 2016 |
| | 22-25 | Wed-Sat | Ramble Return from Porsche Parade 2016 (Multiple Events) |
| | 26 | Sun | Ancaster Fun Run |
| | 2 | Sat | Grand-Niagara-on-the-Lake Fun Run |
| | 5 | Tue | Board Meeting |
| Aug | 9 | Sat | UCR Rally |
| | 12 | Tue | Social The Donalda Club |
| | 15-17 | Fri-Sat-Sun | Driver Education CTMP with NNJR |
| | 16 | Sat | South Lake Simcoe Summer Ramble |
| | 23 | Sat | UCR Rally |
| Sep | 23 | Sat | UCR 40th Anniversary Picnic |
| | 24 | Sun | Blue Mountains Ramble |
| Oct | 28-1 | Thu-Mon | Sound of Porsche's Tour |
| | 2 | Tue | Board Meeting |
| Nov | 5-7 | Fri-Sat-Sun | Club Race - Can/Am Challenge CTMP |
| | 6 | Sat | Skyway Summer Ramble |
| Dec | 9 | Tue | Social Islington Golf Club |
| | 21 | Sun | Toronto Urban Circuit Ramble |
| Jan | 26 | Fri | Introductory Driving School CTMP DDT |
| | 27 | Sat | Creemore Copper Kettle Festival Fun Run |
| Feb | 27-28 | Sat-Sun | Driver Education CTMP |
| | 6 | Tue | Board Meeting |
| Mar | 13 | Tue | Social Porsche Centre Oakville |
| | 17 | Sat | Eastern Shores Fun Run & Car Show |
| Apr | 23 | Fri | Instructor Day |
| | 24-25 | Sat | Driver Education CTMP |
| May | 25 | Sun | The "Salmon Run" Fall Ramble |
| | 29-03 | Thu-Mon | Great Smoky Mountain Tour (5 car limit) |
| Jun | 1 | Sat | Muskoka Fall Colours Fun Run |
| | 1-2 | Sat/Sun | Nickelball Tour |
| Jul | 4 | Tue | Board Meeting |
| | 11 | Tue | Social The Musket |
| Aug | 15-16 | Sat-Sun | Driver Education CTMP |
| | 23 | Sun | Fall Port-to-Port-to-Port Fun Run |
| Sep | 29 | Sat | UCR 40th Anniversary Banquet |
| | 1 | Tue | Board Meeting |
| Oct | 8 | Tue | Social Venue TBA |
| | 6 | Tue | Board Meeting |
| Nov | 13 | Tue | Social - Pfaff Auto |
| | 13 | Tue | Social - Pfaff Auto |

| | | | |
|-----|-------|-------------|---|
| Jul | 16 | Sat | South Lake Simcoe Summer Ramble |
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| | 13 | Tue | Social - Pfaff Auto |

Please check future issues of *Provinz* for the latest status on events and for last minute updates on all functions, please visit the UCR website at: www.pcaucr.org

THE WAY WE WERE...

35 Years Ago

Membership was about 100 and the Region was talking incorporation at a cost of \$500. Participation was considered poor at 25% of membership. *Provinz* reported on **Dr. Ernst Furhmann's** retirement, the appointment of **Peter Schutz**, and the passing of **Peter Gregg**. **Bruce Farrow** was both buying and selling parts.

30 Years Ago

Colin Black took on *Provinz* advertising responsibilities and helped with layout. DE chair **Bruce Farrow** had arranged three single days at Shannonville.

25 Years Ago

Port Credit Yacht Club was the new location for monthly Socials. **Bruce Farrow** helped **Marc Plouffe** select a 356 Cabriolet as a desirable vehicle to purchase. UCR had ended 1990 with 713 members and came in second for membership growth at 19.6%. DE chair **Marc Plouffe** had arranged five single track dates at Mosport and Shannonville, all on Fridays, plus one Mosport weekend. Cost was \$75 per day. **Howard Dexter** had organized a one-day pre-track training session. In a tech feature, Mantis checked the rod bearings on the Adam's 951 and they found excellent protection from Mobil 1, unlike the bearings on another 944 in the shop. **David Gaunt** wrote a feature about his first year with a Porsche and a second about replacing your tires after five years.

20 Years Ago

Rolex 24 at Daytona was the big topic. **Doug Trott**, **Rick Bye**, and a lot of UCR talent were at the track. **Paul Roberts** hosted a Ski Day. **Andy Wright** and **Ian John** promoted a May Multi-Event Weekend. **Super Dave Osborne** went on about graduated licences. **Edwin Morrow** visited **Alois Ruf** in Pfaffenhausen and also Porsche in Stuttgart.

Contributed by John Adam, UCR Historian



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NEW MEMBERS...Welcome!

| Name | Location | Model | Thanks To |
|-----------------------------|-----------------|-------------------|-------------------|
| Medhi & Mojtaba Adibrad | Toronto | 16-Macan S | Downtown Porsche |
| Eric Agius | Markham | 12-Cayman | |
| Usman Arif | Toronto | 16-Cayenne | Downtown Porsche |
| Harleen Bains | Toronto | 16-Macan T | Downtown Porsche |
| Marco & Denise Beretta | Toronto | 16-911 | Anselmo Beretta |
| Ian Butler | Toronto | 16-Cayman S | Downtown Porsche |
| Daniel Cockle | Hannon | 69-911 E | |
| Mark Dimech | King City | 85-911 | |
| Sergey Dogadin | King City | 16-Macan S | Downtown Porsche |
| Wendy Eisen | Toronto | 16-Macan S | Downtown Porsche |
| John & Kathy Fisher | Holland Landing | 87-911 | Ian Garriock |
| Larry Funnell | Mississauga | 06-Boxster | |
| David Gartside | Thornhill | 10-911 CS | |
| Jian Gu | Mississauga | 16-Cayenne | Downtown Porsche |
| Andre Haghgoo | Thornhill | 07-911 C4S | |
| Stephen Johnston | Mississauga | 15-Macan S | |
| Gus Karamountzos | Mississauga | 15-Cayenne S | Porsche of London |
| Jeff Kunsman | Toronto | 03-911 T | |
| Ling Hing Lai | Markham | 16-Macan S | Downtown Porsche |
| Eric Lee | Oshawa | 80-911 SC | |
| Phil Leja | Mississauga | 15-911 GT3 | |
| John Montgomery | Mississauga | 11-911 GT3 | |
| Sam Natur | Mississauga | 05-911 CS | |
| Derek Nicholson | Toronto | 16-Boxster Spyder | Downtown Porsche |
| Adam Plouffe | Toronto | 16-Macan S | Downtown Porsche |
| Dan Pudleiner | Whitby | 75-911 | |
| Maddalena Ricci | Toronto | 16-Macan S | Porsche of London |
| Eduardo Segura | Peterborough | 13-911 C4S | |
| Steve Seraiocco | Toronto | 10-Panamera 4S | Downtown Porsche |
| Derek Shama | Toronto | 16-Macan S | Mitch Abrahams |
| Hart Solomon | Dundas | 14-911 C4S | |
| Eric & Elizabeth Stangeland | Toronto | 16-Macan S | Downtown Porsche |
| Christian Struthmann | Coldwater | 02-911 C4S | |
| Que Khoan Tran | Toronto | 16-Macan S | Downtown Porsche |
| Leo Vandenthillart | Toronto | 16-Macan T | Downtown Porsche |
| Stefan Walther | Virgil | 13-Cayman | |
| Randy Williamson | Toronto | 15-Cayman GTS | |
| Suesanna Yuen | Unionville | 16-Macan S | Downtown Porsche |
| Bo Zou | Markham | 16-Macan S | Downtown Porsche |



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ANNIVERSARIES...Congrats!

50YEARS

Gerd Schwarzkopf

30YEARS

Crawford & Josey Reid

25YEARS

Steve Arthur
Ken & Sussi Jensen
Brian & Pauline Lee
Bruce & Joanne Menchions

20YEARS

Gunther & Diane Kadatz

15YEARS

David Coultice
Craig & Theresa Walmsley

10YEARS

Philippe Ayoub
Mike Hodgson
Stuart Sherman

5YEARS

Andreas & Michelle Bauer
Charles Beall & Karon Bales
Don Buldyke
Andy & Winnie Cheung

Dick Corner
Fabrizio & Adelina Damiani
Tom Elder
Jeffrey Finn & Alexandra Gagic
Eric Goldstein & Sylvia Crawford
Jeremy Gunness & Chigusa Takahashi
Ernst & Laurie Johle
Eddy Leung & Kelvin Mak
Kurt Pereira & Rachel Arbour
Mark & Krista Rowan
Bruce Sarjeant
Derek Van Der Plaet

Primary UCR Members

2528

Total UCR Membership

3786

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

UCR wins PCA Actual Growth Award...Again!

By Mike Bryan, PCA UCR President

In January’s President’s Forum I wrote about the possibility of us winning the PCA Actual Growth Award for 2015. Well, I am now pleased to tell you that we did win it. It’s the net growth in the number of Primary members that counts in the contest. The chart to the right shows how the year ended. The Region that was challenging us for the highest actual growth seemed to slip a bit in the final month, ending up with net growth of 204 Primary members. Here’s a more complete picture of UCR’s growth in 2015:

| Top 5 Actual Growth | Membership Growth |
|---------------------|-------------------|
| Upper Canada | +248 |
| Golden Gate | +204 |
| Los Angeles | +150 |
| Maverick | +150 |
| Gold Coast | +148 |

Jan 1 / 2015 2306 Primary + 1161 Affiliates = 3467 (Total)
Dec 31 / 2015 2554 Primary + 1260 Affiliates = 3814 (Total)

TOTAL Change +248 (10%) +99 (8%) +347 (10%)

My thanks to all of you who made their renewals before the end of December, and especially to Downtown Porsche and Porsche of London, who subsidize 100% of the cost in providing a free first year’s membership to new customers buying Porsches from them.

8 **provinz**

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SOCIAL EVENTS

By Martin Tekela, UCR Socials Chair

UCR'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 about the people, not just the cars!" 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!

For 2016, we'll be holding 6 dinner Socials at The Islington Golf Club, 2 two dinner Socials at The Donalda Club, 1 Oktoberfest Social at The Musket Restaurant, and hosted Socials at each of our 3 local GTA Porsche stores, namely Downtown Porsche, Oakville Porsche Centre and Pfaff Porsche. Each Social officially starts at 6:30pm and provides lots of opportunities for UCR camaraderie. For the Golf Club Socials, starting at 7pm, we'll have a sit-down gourmet 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 confirmed attendees is required for planning purposes. The cut-off for registration is 11pm on the Sunday night before each event. By registering early, you'll also confirm your place, which is important as some events have capacity limitations. When registering, please let us know if you have any dietary restrictions; also let us know if you are a 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

MARCH SOCIAL:

Date: Tuesday, March 8, 2016, 6:30-9pm, Dinner at 7pm

Venue: The Donalda Club, 12 Bushbury Dr, North York, ON M3A 2Z7

Guest Speakers: Get into the spring spirit by attending this special social where we'll have members of the UCR Track team as our guest speakers. Chief Instructors Stephen Goodbody and Tim Sanderson, along with long-time trackie Del Bruce, will be sharing their philosophies and insights regarding UCR's unsurpassed Driver Education program. Safety has always been the guiding principle of this program, which attracted over 800 enthusiastic drivers last season. Come out to learn what high performance driving is all about and how you can get involved in this very popular PCA activity. UCR's Track Team will also update us about some of the developments they're making for the 2016 program – to further enhance the learning of ALL participants – instructors included!

Cost: Register in advance via www.ClubRegistration.net (as described above) and pay \$33.00 per person, which includes dinner, door prizes, taxes and gratuities. Cash bar. Members and guests are welcome.

APRIL SOCIAL:

Date: Tuesday, April 12, 2016, 6:30-9:00pm

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

Guest Speaker: The snow will be hopefully melting and our thoughts will be aimed at getting our favourite drives out of the garage and onto local roads and tracks. Bar-B-Q season is also just around the corner and I urge you to come out to be entertained by Gary Grant, our guest speaker for this month's social. Gary is passionate about all things automotive and grilled-food related. Gary is a featured columnist in the Saturday Wheels section of the Toronto Star and is very current about events in the automotive world. Gary's daughter was also a past participant in the BMW Trillium/UCR Street Survival School. I'm sure Gary will have some interesting stories to share with the audience.

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.



FEBRUARY SOCIAL

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

Our second social of 2016 was attended by 60 members and guests.

Some out-of-town guests arrived as early as 5:30pm, while most arrived after 6:30. The strategy of reserving table seats with individual place cards seemed to work well as there was noticeable socializing until dinner was served at 7:00pm. The Islington Golf Club once again served their freshly carved 'Hip of Beef' with a choice of gravy, creamy horseradish or mustard. Mixed greens, rolls and butter were the sides. This beef seems to be a big hit with our members, some of whom went back for seconds and thirds, until nothing was left. Coffee, tea and a freshly baked cookie were offered to finish the meal. Despite this abundance of beef, some guests were observed being "Cookie Monsters", taking more than one cookie, thereby denying other guests their dessert!

After dinner, President Mike Bryan talked about UCR's "Shift into Spring" Open House which will be held at 427 Auto Collision in Etobicoke on May 1st. This is the main opportunity for club members to learn about UCR's activities in 2016. Event Chairs and volunteers will be present to promote their respective events and answer any questions.

Mike also talked about some of the accommodation reservation problems with the June 2016 PCA Parade which



UCR President Mike Bryan talked about the upcoming open house, Parade and other topics.



Guest speaker, journalist Jim Kenzie told us about his early Porsche days and racing experiences.

will be held at Jay Peak, Vermont. Mike advised that PCA National is trying hard to sort out any issues members are experiencing before official Parade Registration begins. Mike expects over 50 UCR members to attend this annual Parade due to its proximity to the GTA.

Mike then presented UCR pins to first time Social attendees and/or new members Mark Dimech, David Gartside, Joseph Place, William Carnaroli and Stefan Walther.

Finally, Mike introduced Jim Kenzie, our guest speaker for this evening. Jim has had a long relationship with UCR, Porsche and The Toronto Star and is the host of a long-running TSN television show called Motoring. Jim is an avid motorsport enthusiast and a committed

advocate of driving safety. Jim's early experiences in his teens with Porsche involved an early 60's Red Carrera and a young lady. What a great way to start! Jim then talked about his limited racing experience with the Porsche Carrera Cup Series organized by Dave Deacon and how he drove Porsche media cars with Bill Adam. Although he's modest about it, I think Jim is quite an accomplished and skilled driver, a cut above most other automotive journalists. Interestingly, Jim Kenzie has participated in all 14 Targa Newfoundland's since their inception in 2002.

Please plan to join me at the March social at The Donalda Club.



Members who attended their 1st UCR event and received UCR pins left to right: Mark Dimech, David Gartside, Mike Bryan, Joseph Place, William Carnaroli and Stefan Walther

FUN RUNS, RAMBLES & TOURS

Looking Forward to an Awesome Season!



By Hazel de Burgh, UCR Fun Run Program Chair

In last month's *Provinz*, I reported that there were 18 events in UCR's 2016 Fun Run Program. I'm delighted to report that 3 new hosts have stepped forward, so we now have 21 events for 2016!! Wow! Needless to say, I'm excited about the year ahead. I hope you are too. Lots of variety, thanks to our new and returning hosts.

So far, we have 12 Fun Runs, 6 Rambles and 3 Tours, including events to popular destinations, and events to new areas too. Lots of opportunities to get out there and enjoy your Porsche in the company of like-minded individuals at a safe, fun and sociable event.

For members who've never been on one of these events, Fun Runs are drives involving groups of 10-15 cars that follow a leader for 2-4 hours of driving on Porsche-friendly roads, with several rest stops and other opportunities for socializing, including lunch. Rambles are similar to Fun Runs and Tours, but there's no need to stay in groups and follow a leader; Rambles could be single-day events or multi-day events. Tours are drives that involve an overnight stay, lunches and at least one dinner, and usually involve small groups of 5-15 cars following a leader. UCR's Fun Runs, Rambles and Tours are great for ANY Porsche, including sports cars, sedans and SUVs – ALL are welcome!

See the table on the next page for a summary of UCR's 2016 Fun Runs, Rambles and Tours. Event descriptions follow. Then mark the relevant dates in your calendar for each of the events you're interested in: the Event Date and the Registration Open Date. For more details about each event, including event costs, check out www.clubregistration.net closer to the Registration Open Date, or contact the relevant

event host.

Then, when it's time to register for the events you're interested in, shortly before 6pm on the Registration Open Date, log in to www.clubregistration.net so you can sign up at 6pm. If you need more information regarding how to register, see my article in the January issue of *Provinz* or visit this UCR webpage for step-by-step instructions: <http://pcau-cr.org/how-to-register/>. In light of the expected demand for our 2016 events, I suggest you set up an account on ClubReg long before you need to register – to give you an opportunity to learn how to use this system. Maybe you'd like to attend UCR's Ski Day or an upcoming Social?



In the meantime, happy planning as you dream about driving your beloved car with fellow Porsche enthusiasts on some wonderful Porsche-friendly roads. And if you're thinking you'd like to get in on the fun of hosting, let me know – I'd be happy to help get your event on the road.

Hazel de Burgh, hazel.deburgh@gmail.com or call me at 416 558 2929.

continued on page 14...

UCR's 2016 Fun Runs Rambles & Tours (So Far)

NEW FOR 2016: Register via www.clubregistration.net for all events except host registered (*) events:

| # | EVENT DATE | REGISTRATION (opens @ 6pm) | EVENT NAME | HOST NAME(S) | HOST EMAIL (for more event information) |
|----|------------------------------------|-------------------------------|---|------------------------------------|--|
| 1 | Sat, May 7 | Sun, Mar 13 | South Muskoka Spring Fun Run | David Forbes & Peter Hoffman | david.forbes@rbc.com peter@hwa-inc.com |
| 2 | Sun, May 8 | Sun, Mar 13 | Port-to-Port-to-Port Spring Fun Run | Mike Blinn & Rick Zuccato | cmblinn@gmail.com rjzuccato@gmail.com |
| 3 | Sat, Jun 11 | Sun, Apr 17 | Southern Georgian Bay Fun Run | Martin Hederich & Michael Pohlmann | dr.flue@primus.ca speedstemp@hotmail.com |
| 4 | Sat, Jun 18 | Sun, Apr 24 | Bear Manor Niagara Escarpment Poker Fun Run | Vaughn Warrington | vwarrington@worldsourcecurities.net |
| 5 | Sat, Jun 18 | Sun, Apr 24 | Ramble to Parade 2016 | Randy Gananathan | rdgananathan@gmail.com |
| 6 | W,Th,F and S Jun 22,23,24 or 25 | Sun, Apr 24 | Ramble Return from Parade 2016 | Randy Gananathan | rdgananathan@gmail.com |
| 7 | Sun, Jun 26 | Sun, May 1 | Ancaster Fun Run | Neil Dowdell | neildowdell@hotmail.com |
| 8 | Sat, Jul 2 | Sun, May 8 | Grand Niagara-on-the-Lake Fun Run | Gunter Gamauf | guenterg@rogers.com |
| 9 | Sat, Jul 16 | Sun, May 22 | South Lake Simcoe Summer Ramble | Terry Sellers | tsellers@warrantyrisk.com |
| 10 | Sun, Jul 24 | Sun, May 29 | Blue Mountains Ramble | Don Lewtas & Hazel de Burgh | hazel.deburgh@gmail.com |
| 11 | Thurs-Mon Jul 28 to Aug 1 | Sun, Feb 21 | Sound of Porsches Tour* | Rick Zuccato & Mike Blinn | rjzuccato@gmail.com* and cmblinn@gmail.com |
| 12 | Sat, Aug 6 | Sun, Jun 12 | Skyway Summer Ramble | Jeremy Gunness & Tom Lussman | jeremy.gunness@itechnica.com cogito1970@hotmail.com |
| 13 | Sun, Aug 21 | Sun, Jun 26 | Pfaff GTA Urban Circuit Ramble | Laurance Yap | lyap@pfaffauto.com |
| 14 | Sat, Aug 27 | Sun, Jul 3 | Creemore Copper Kettle Festival Fun Run | Tom Arndt & Morley Berkovitch | tom.arndt@outlook.com mjberc@sympatico.ca |
| 15 | Sat, Sep 10 | Sun, Jul 17 | Porsche of London Fall Fun Run | Brad Van Bakel & Mike Salter | brad@porschelondon.com |
| 16 | Sat, Sep 17 | Sun, Jul 24 | Eastern Shores Fun Run & Car Show | David Forbes & Peter Hoffman | david.forbes@rbc.com peter@hwa-inc.com |
| 17 | Sun, Sep 25 | Sun, Jul 31 | "Salmon Run" Fall Ramble | Randy Gananathan | rdgananathan@gmail.com |
| 18 | Thurs-Mon Sept 29 to Oct 3 | WAITLISTED | Great Smoky Mountains Tour* | Jason Figueiredo | jasonfig993@gmail.com* |
| 19 | Sat, Oct 1 | Sun, Aug 7 | Muskoka Fall Colours Fun Run | David & Anne Forbes | david.forbes@rbc.com |
| 20 | Sat-Sun, Oct 1-2 | Sun, Aug 7 | Nickelball Tour | Greg Oldenburg & Dennis Centis | greg@oldenburginc.com dennis@centistile.com |
| 21 | Sun, Oct 23 | Sun, Aug 28 | Port-to-Port-to-Port Fall Fun Run | Mike Blinn & Rick Zuccato | cmblinn@gmail.com rjzuccato@gmail.com |

*Contact event host(s) to register for this Tour

Considering hosting? Contact hazel.deburgh@gmail.com for details

DESCRIPTION OF UPCOMING FUN RUNS, RAMBLES & TOURS:

Saturday, May 7:

South Muskoka Spring Fun Run

Registration Opens: Sunday, March 13 at 6pm

For our 8th annual Muskoka Spring Fun Run, we'll meet in Bracebridge, then travel the winding roads of south and central Muskoka in several "Run Groups". Along the way, we'll have several stops including lunch. After lunch, our routes take us past lakes and Muskoka landmarks and we'll conclude with a mid-afternoon reception in Bracebridge. Please contact David Forbes or Peter Hoffman for more information:

David: david.forbes@rbc.com or 647 409 1346

Peter: peter@hwa-inc.com

Sunday, May 8:

Spring Port-to-Port-to-Port Fun Run

Registration Opens: Sunday, March 13 at 6pm

This event starts in Grimsby at 9:30am sharp, so we can be on the road for 10am, driving from Port to Port to Port along the Lake Erie coastline on a spectacular lake-view drive. We'll pass through many towns that start with the word "Port", hence our event name. We'll stop a few times along the way to refill and empty our coffee, and have some great photo opportunities. Our final Port of the day will be Port Stanley, where we can walk the beaches and have a great meal together to end our day. Please contact Mike Blinn or Rick Zuccato for more information:

Mike: cmblinn@gmail.com or 416 606 7816

Rick: rjzuccato@gmail.com or 905 379 9416

Saturday, June 11:

Southern Georgian Bay Fun Run

Registration Opens: Sunday, April 17 at 6pm

For this event, we'll start in Thornton (just south of Barrie at Hwy 27/Innisfil Beach Road), then wind our way through the backroads of Essa and Clearview Twp, known for their beautiful landscapes and friendly people. We'll visit historic Discovery Harbour in Penetanguishene, then head to Midland for more insights into Canada's early history. After lunch at a dockside restaurant, we'll convoy to Port McNicholl, where we'll see the SS Kewatin, a steamship built by the same team who built the Titanic. Then we'll drive to Martin's farm near Angus for a leisurely get-together and BBQ. Please contact Martin Hederich or Michael Pohlmann for more information:

Martin: dr.flue@primus.ca or 705 424 7423

Michael: speedstermp@hotmail.com or 705 796 0930

Saturday, June 18:

Bear Manor Niagara Escarpment Poker Fun Run

Registration Opens: Sunday, April 24 at 6pm

For our 6th Annual Fun Run along the Niagara Escarpment, we'll continue with the added element of a Poker Run with prizes for the best poker hands from cards you pick up

along the route. We'll start at 9:30am in the Grimsby area and wind our way through the Niagara escarpment, past scenic vineyards. We'll stop for a wine tasting and travel tree-lined roads. We'll end at Vaughn & Jennifer's home on the Grimsby escarpment where lunch and beverages will be served. Please contact Vaughn Warrington for more information: vwarrington@worldsourcecurities.net or 905 309 9990

Saturday, June 18:

Ramble to Parade 2016

Registration Opens: Sunday, April 24 at 6pm

Our Ramble begins opposite Porsche Cars Canada's new headquarters at the NE corner of 401 & 404. The route will follow some fabulous twisty back roads through the Green Mountains of Vermont to arrive at Parade Headquarters in Jay, VT before the festivities begin at Parade. Randy Ganathan will provide driving directions with information on suggested stops, including a lunch stop with an opportunity for some UCR camaraderie. Special arrangements with US Customs and Border Protection should facilitate smooth travel but it will be helpful for Ramble participants to enrol in Nexus or Global Entry beforehand. Please contact Randy for more information: rdganathan@gmail.com or 905 780 9670

Daily from Wed., June 22, through Sat., June 25:

Ramble Return from Parade 2016

**Registration Opens: Sunday,
April 24 at 6pm**

Our return Ramble from Parade in Jay, VT to Toronto will be different than the Ramble to Parade (above). Cars can depart daily after breakfast on a route that is generally the fastest route back to Toronto, with a couple of detours for some of the best driving in the area, and making time for an optional lunch stop enroute. This daily Ramble provides flexibility for anyone who wishes to leave Parade from Wednesday onwards. Driving directions will be provided and departing groups can assemble to avoid solo driving. Please contact Randy Ganathan for more information: rdganathan@gmail.com or 905 780 9670

Sunday, June 26:

Ancaster Fun Run

Registration Opens:

Sunday, May 1 at 6pm

Starting at 11am and going for 2+ hours, this year's route will take us through the outskirts of Dundas and Ancaster and as far west as Brantford. Exploring city

streets, country roads and farm country, we'll experience the rich history of the region. We'll travel many of the winding roads of the area (both old and new), past historic sites, and experience elevation changes before arriving at our surprise destination for food and libation and some afternoon entertainment. Please contact Neil Dowdell for more information (but don't expect him to reveal the location of the surprise ending!): neildowdell@hotmail.com or 289 244 3107

Saturday, July 2:

Grand Niagara-on-the-Lake Fun Run

Registration Opens: Sunday, May 8 at 6pm

This Fun Run starts in the Upper Hamilton area, then follows a shunpiking route along the Grand River. We'll wind our way across the Niagara Peninsula via some curvy roads. There will be a pit stop at a culinary market with baked goodies and coffee. After enjoying some more Porsche-friendly roads, we'll stop for lunch in wine country. Following lunch, our route will continue through the Niagara region with a cruise along the Niagara Parkway and through Niagara-on-the-Lake. We'll finish up with an opportunity for a treat that we're sure everyone will enjoy. For more information, please contact Guenter Gamauf: guenterg@rogers.com or 519 581 7118

Saturday, July 16:

South Lake Simcoe Summer Ramble

Registration Opens: Sunday, May 22 at 6pm

This Ramble starts and ends at the picturesque Briars Resort on Lake Simcoe. After a continental buffet breakfast, our route includes some amazing countryside and nice winding roads. Our lunch stop near Lake Dalrymple will have everyone planning a return trip just for the food! After more time enjoying our cars, we'll reconvene at the Briars Resort for a wine and cheese reception and some UCR camaraderie. We have preferred accommodation rates for anyone wanting to stay overnight before or after the event, which can be booked after registering. For more information, please contact Terry Sellers: tsellers@warrantyrisk.com

Sunday, July 24:

Blue Mountains Ramble

Registration Opens:

Sunday, May 29 at 6pm

For our 7th Annual Ramble hosted by Don Lewtas and Hazel de Burgh, we'll meet at a location just north of Toronto and then travel the scenic back roads of Caledon, Hockley, Mulmur and Clearview, and up



and down the Niagara Escarpment through a number of quaint villages. After our lunch stop, our curvy route continues through the picturesque Blue Mountains and we'll end with an afternoon Wine & Cheese reception at a location with stunning views of Georgian Bay. Please contact Hazel for more information: hazel.deburgh@gmail.com or 416 558 2929

Thursday, July 28 – Monday, August 1:

Sound of Porsches Tour

Registration Opens: Sunday, February 21 at 6pm

The "Sound of Porsches" Tour is a 5-day 4-night adventure hosted by Rick Zuccato and Mike Blinn. We'll have an incredible itinerary featuring wonderful roads from Toronto to Lake Placid New York on Day 1. Then we'll park our cars in a private lot, check into our lake-view hotel rooms then dine in our own private dining room. Day 2, after more Lake Placid treats, we'll head through the mountains, sounding our way to our 2nd and 3rd night destination in Stowe Vermont, where we'll experience some of Vermont's hospitality. Day 4 features a spectacular scenic drive to our final night in a small quaint Quebec village, where we'll have our Zuccato race-night, and our final farewell dinner in our own private dining room, and again a private parking lot for our babies! For more details, log in to UCR's website to see the detailed event description. Note: due to the limited member capacity and the costs for this event (including hotel costs and more), this registration will NOT be processed through Club Registration. Instead, please contact Rick via email to register and obtain further information: rjzuccato@gmail.com or 905 379 9416

Saturday, August 6:

Skyway Summer Fun Run

Registration Opens: Sunday, June 12 at 6pm

The second annual Skyway Summer Ramble will start in picturesque Milton and explore the twisty back roads of Dundas, Ancaster, and Niagara Wine Country. A Ramble format will be used to allow participants to follow an enjoyable route that includes some interesting rest stops along the way, a stop for lunch in Ancaster and a wine tasting at

continued on page 16...



...continued from page 15.

a Niagara Winery. It will be a day of fun driving and a great opportunity to connect with old friends and meet new ones. Book early as this event is sure to fill up fast! For more information, please contact Jeremy Gunness or Tom Lussman: Jeremy: jeremy.gunness@itechnica.com or 416 727 3006 Tom: cogito1970@hotmail.com or 416 877 5379

Sunday, August 21: Pfaff GTA Urban Circuit Ramble
Registration Opens: Sunday, June 26 at 6pm

You don't need to venture outside of the Toronto area to have an amazing Sunday drive – you just have to get out on the road early enough. Starting with coffee and refreshments at Pfaff Porsche in Woodbridge, this Sunday drive strings together some of the most picturesque roads in the GTA – as well as some of its best on- and off-ramps. It's a great way to explore the city in your Porsche, then end the day with lunch and an opportunity for socializing with fellow Porsche aficionados. For more information, please contact Laurance Yap at Pfaff: lyap@pfaffauto.com or 416 948 0672

Saturday, August 27:
Creemore Copper Kettle Festival Fun Run
Registration Opens: Sunday, July 3 at 6pm

This inaugural event will take us through the rolling Purple Hills around Creemore, and the dips and dives of the Niagara Escarpment in both Grey and Simcoe Counties. We'll enjoy lunch at the private Georgian Bay Golf Club with its panoramic views of Georgian Bay. After lunch we'll wind our way to Creemore, home of the Copper Kettle Festival and the Classics Car Show, where we'll have time to view the classic cars and enjoy the beer garden, music and street vendors. For those who wish to continue the adventure, our final stop is an optional early dinner at the quaint Terra Nova Public House. For more information, please contact Tom Arndt or Morley Bercovitch: Tom: tom.arndt@outlook.com Morley: mjberc@sympatico.ca or 705 429 5866

Saturday, September 10:
Porsche of London Fall Fun Run
Registration Opens:
Sunday, July 17 at 6pm

For more information, see future issues of *Provinz* or UCR's Fun Run webpages, or contact the event host, Brad Van Bakel: brad@porschelondon.com or 519 601 1322.

Saturday, September 17:
Eastern Shores Fun Run
& Car Show
Registration Opens:
Sunday, July 24 at 6pm

This year's Hearth Place Fun Run will begin with breakfast at the Hearth Place Cancer Support Centre in Oshawa. We'll then travel picturesque roads heading east along the shore of Lake Ontario, passing through scenic farmland and through charming communities to our lunch destination. We'll then loop back to Whitby through backroads and farmland for more UCR camaraderie and a Car Show where our cars will be on display for cancer patients and their families. Please contact David Forbes or Peter Hoffman for more information: David: david.forbes@rbc.com or 647 409 1346 Peter: peter@hwa-inc.com

Sunday, September 25:
"The Salmon Run" Fall Ramble
Registration Opens: Sunday, July 31 at 6pm

This Ramble will begin opposite Porsche Cars Canada's new headquarters at the NE corner of 401 & 404. We'll drive a scenic country route to Port Hope to enjoy the annual fall migration of salmon where thousands of salmon swim upstream in the Ganaraska River, then have lunch in historic Port Hope. Our return trip includes an ice cream stop at a country store. This Ramble will particularly appeal to members who enjoy nature, fishing and Ontario's great outdoors. Please contact Randy Gananathan for more information: rdgananathan@gmail.com or 905 780 9670

Thursday, September 29 – Monday, October 3:
Great Smoky Mountain Fall Tour **WAITLISTED**
Registration Opens: Sunday, February 7 at 6pm


Arguably some of the best driving roads in North America are in the Smoky Mountain region of North Carolina. On this 5-day Gran Tour, you'll drive through the UNESCO Smoky Mountain and Appalachian Ranges, through 8 states, visit historical locations, overnight at luxurious historic hotels and Inns, drive epic roads that have been featured on National Geographic that wind up 5000 ft mountain ranges, and experience culinary dishes that delight the senses. To provide you with an exclusive and intimate experience, this Gran Tour is limited to 5 cars. For more details, log in to UCR's website to see the detailed event description. Note: due to the limited member capacity and the costs for this event (including hotel costs and more), this registration will NOT be processed through Club Registration. Instead, please contact Jason Figueiredo for more information and to register: jasonfig993@gmail.com.

Saturday, October 1: Muskoka Fall Colours Fun Run
Registration Opens: Sunday, August 7 at 6pm

For our 8th annual Muskoka Fall Colours Fun Run hosted by David and Anne Forbes, we'll meet in Bracebridge, then travel along the winding roads of Muskoka in several "Run Groups", enjoying the fall colours and lakeside views. Along the route, there will be several stops including lunch. Our route takes us past Lakes Muskoka, Joseph & Rosseau, and several Muskoka landmarks including Windemere House, High Falls and Port Carling. We'll conclude with a mid-afternoon reception in Bracebridge. Please contact David for more information: david.forbes@rbc.com or 647 409 1346

Saturday-Sunday, October 1-2:
Nickelball Tour
Registration Opens: Sunday, August 7 at 6pm

Our Nickelball Tour will take you north from Parry Sound across the newest and smoothest section of Highway 400 with its playful exits and on-ramps, past the historic canoe route to the west, then into the Canadian Shield for lunch at the Idylwyld Golf and Country Club in Sudbury. After lunch, our route heads West along the Trans Canada Highway to the picturesque curves and white quartzite mountains of Hwy 6 to our overnight stay on Manitoulin Island. Day 2 starts off touring the North Coast of the largest freshwater island in the world along open and clear roads to a catered lunch at the western



July 28th - August 1st 2016

Join us for a 5 day 4 night adventure to Lake Placid New York, then through twisty mountain roads to the Von Trapp Lodge in Stowe Vermont, and then on to Hudson Quebec for our famous "Track Night"!

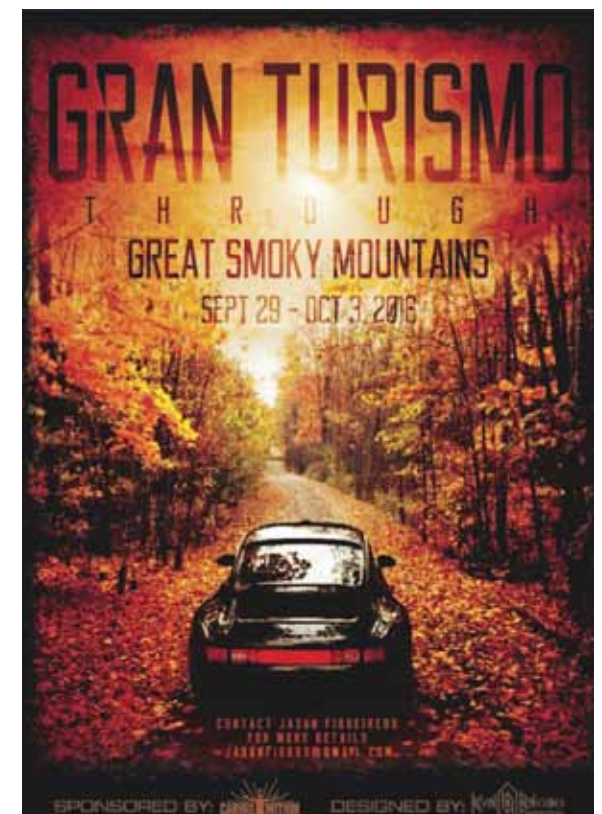
Contact Rick for availability:
 rjzuccato@gmail.com

point of the island. Running back on the South route to South Baymouth, drivers can catch the ferry to the mainland (South) or take the North route back through Little Current. All told, this event presents the most diverse, varied and unexpected landscapes in the province. See the event poster on page 43. For more details, log in to UCR's website to see the detailed event description. Please contact Greg Oldenburg or Dennis Centis for more information:

Greg: greg@oldenburginc.com or 416 527 0041
 Dennis: dennis@centistile.com

Sunday, October 23:
Fall Port-to-Port-to-Port Fun Run
Registration Opens: Sunday, August 28 at 6pm

Our meeting place for our Fall Port-to-Port-to-Port Fun Run will be in Grimsby at 9:30am sharp, so we can be on the road for 10am, driving along the Lake Erie coastline on a spectacular lake-view drive. We'll pass through many towns that start with the word "Port", hence our Fun Run name. We'll stop a few times along the way to refill and empty our coffee, and have some great photo opportunities. Our final Port of the day will be Port Stanley, where we can walk the beaches and have a great meal together to end our day. Please contact Mike Blinn or Rick Zuccato for more information: Mike: cmblinn@gmail.com or 416 606 7816 Rick: rjzuccato@gmail.com



Street Survival School



A Father's Perspective

Story by Dan Fanelli, UCR Member, photos by Hazel de Burgh, Street Survival School Co-Chair

The day before the Street Survival School (SSS) began on Sept 27, 2015:

Daughter: Dad, I don't want to go.

Father: This will be good for you... you'll learn a lot, be safe, and have fun.

The morning before SSS started:

Daughter: Dad, I don't want to do this!

Father: This will be good for you... you'll learn a lot, be safe, and have fun.

After the SSS course was completed, while driving home:

Daughter: Dad, that was so cool! I had no idea driving could be that much fun!

Father: I love you, honey.

This is how the conversation went with my 18-year old daughter, Sabrina. I have been driving for 34 years and have been a driving enthusiast for just as long. My wife and I took a winter driving school and benefited greatly from learning new skills and sharpening those we already had. When I found out about the SSS, I knew, immediately, that my daughter would benefit from it.

The driving instructors were top notch. My daughter connected easily with her coach, Kim Viney, who put her at ease as soon as they met and the professional relationship kept building as the day continued.

While observing the driving exercises, I watched my daughter's lap times, cornering, and braking go from timid to confident in each of the exercises she did.

I was amazed to watch my daughter in the skid pad. Neither of us knew that she, or her 15-year-old Toyota Corolla, could perform so well! With cracked corn to make it slippery, she quickly learned how to control her car. Kim spent some time with me after each driving session to let me know how my daughter was doing: feedback I appreciated. It's easy for kids to learn when they're having fun!

There was a good mix of various driving skills, exercises and classes which built on one another. Sabrina learned the importance of distance vision, and looking where she wanted to go, particularly in corners, in order to avoid an accident. We also watched a couple of interesting demos involving some airbags and a truck. Both of us learned interesting facts about the laws on Distracted Driving. The classroom instructors and Police guest speaker were very knowledgeable and held everyone's interest during their sessions.



(Left) Exercise Leader Graeme Arnaud sets up the on-track air-bag demo. (Right) Enthusiastic student, Rachel de Burgh-Thomas with in-car coach, Zoltan Ruppert. (Below) In-car coach Dave Cramer and his student, Ashley Lloyd give a big thumbs up! (Bottom Right) Student Sebastian Bauer and in-car coach Ted Lumer prepare to take to the track again.

Above) Students receive classroom training before they take to the track.

I would recommend this course for every new, or relatively new, driver within their first 10 years of driving. The confidence building, knowledge, and practical driving skills they will gain from this training will make them better, safer drivers arriving home safely each day to their worried Dads.

Editor's Note: See the ad on page 21 and UCR's website for information about our event on May 29, 2016. Sign up your loved ones before the event is filled!





Street Survival School 2015

Circle of Excellence Honourees

Story and photos by Hazel de Burgh, Street Survival School Co-Chair

The Tire Rack Street Survival (TRSS) safe-driving program had a successful 2015 with over 100 schools across North America. The national sponsors of this program are Tire Rack, Michelin, Enterprise Rent-a-Car, and BMW of North America. This program was created in 2002 by the BMW Car Club of America Foundation, and was first brought to Canada by the BMW Trillium Club in 2012 with local support since then from Intact Insurance and Martin Merry & Reid Insurance Brokers. Volunteers from UCR have supported this meaningful community service program since 2013.

Since then, the GTA Tire Rack Street Survival program has involved the collaborative efforts of event organizers from both clubs, and the many volunteer coaches, classroom instructors, and event staff needed to run each event. We couldn't run these events without everyone's help. In May and September 2015, UCR and BMW Trillium worked together to deliver two of the largest TRSS Schools across North America, with 43 registered participants in each school who learned valuable life-saving skills to make them safer drivers.



Each year, thanks to the generosity of an anonymous donor, the BMW CCA Foundation and its partner organizations are able to recognize a small group of volunteers from across North America — as a way to thank all volunteers—through the Street Survival Circle of Excellence Volunteer Recognition Program.

On behalf of the GTA Street Survival School Team, I am pleased to announce that the “Class of 2015 Street Survival Circle of Excellence Honourees” includes our very own Mario Marrello, as one of only twelve “Volunteer Instructors of the Year” from across North America. Five honourees were selected from the BMW Car Club of America, three from Sports Car Club of America, two from the Porsche Club of America (including Mario), one from the National Council of Corvette Clubs, and one from Tire Rack.

Since 2013, Mario Marrello has committed countless hours to this cause and has been one of the driving forces behind the success of our GTA Street Survival Schools. In addition to his participation in planning these events with the support of his wife Karen, he's acted as registrar for both students and volunteers, and he's been an engaging classroom instructor as well.

The 2015 Circle of Excellence honourees will be added to the Circle of Excellence plaque at the BMW CCA Foundation headquarters. Volunteers and Instructors of the Year will receive embroidered Street Survival Circle of Excellence team jackets.

Ever modest, when Mario found out about his award, he downplayed his efforts by saying “thanks to all the volunteers, organizers, parents and students that get involved to make the Street Survival School happen. I just play a small part.”

I would have to agree with Mario's summation; this has certainly been a team effort. But it was Mario's initiative



Photo by Eshel Sweig

It takes a lot of volunteers working tirelessly to keep the Tire Rack Street Survival program running and this year our Mario Marrello was one of only 12 North American Instructors named as a Circle of Excellence Honouree in recognition of his long-time support, organizational efforts and ongoing instructing endeavours. Well deserved, Mario!



in forging the connections with BMW Trillium that enabled UCR to be part of this team. His leadership and hard work were catalysts that led to the success of our GTA TRSS program – key criteria used by the BMW CCC Foundation in deciding on this award for 2015.

For 2016, we have one Street Survival School, on May 29, 2016 at Seneca College (Finch & 404). This school

is for participants with driving experience of 10 years or less. To find out more about this program, see the ad below on this page, or visit UCR's TRSS webpage at: www.pcaucr.org/street-survival-school/. Sign up as a volunteer, or sign up someone you care about as a participant. Help save some lives!



ONLY TWO EVENTS FOR 2016!

DRIVER TRAINING THAT SAVES LIVES!

“Hands-On” Training Targeting Drivers with < 10 Years of Driving Experience

Participants learn valuable accident avoidance & car control skills. Only \$75, including lunch.

FIRST EVENT FOR 2016: May 29 from 8am-5pm at Seneca College (Finch & 404)

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/

PCA BLOCKED BY ROGERS MODEM?

BACKFIRE: Correspondence & Feedback

Got a new computer or perhaps a new hard drive? Can't connect to the main PCA web site? The latest edition of Rogers Cable Internet antivirus software has been found to block access to www.pca.org and one solution was for Rogers TechXpert service to remove the Rogers anti virus software at a cost of \$69.95 and replace it with a free Microsoft product.

John Adam
Mississauga, ON

Joshua Saia of PCA HQ investigated and it seems that Spam Cannibal (one of the many companies that monitors and tracks sites with complaints about spamming and other issues) may have wrongly blacklisted PCA. Some virus protection software uses these blacklist sites to try and help keep users protected when using the Internet. Unfortunately, they can cause more problems than they are worth.

PCA has requested to be removed from that blacklist so this doesn't happen again.



Photo by Doug Switzer Provinz Art Director

BACKFIRE is expandable space in Provinz for member feedback. We've used it mainly for corrections, but it can be for letters to the editor and other feedback. Send your feedback to: editor@pcaucr.org





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WHERE WERE YOU IN 1976?

By Geoff McCord, Founding President

Having been a member of PCA and UCR for over 40 years, I can tell you things have definitely come a long way since thoughts of an Ontario-focused Region first germinated back in the summer of '75. I never gave much thought to the long-term future of UCR and had no idea the Region would achieve the many successes it has had over the past forty years. All of the tireless volunteers, Region executives and past presidents have contributed to that success—and I, on behalf of the founding members, thank them for making our early efforts survive and blossom into the significant Region that UCR is today.

Where were you in 1976? I had just started my first full-time employment at a major accounting firm, married my high school sweetheart, bought a house, and had been a PCA member for about two years.

Upper Canada Region was officially chartered in July 1976 at the Brainerd, Minnesota, Parade. Steve Megill (later UCR's third president) and I attended with our wives. It was an overwhelming event, even in those days, and it was very special to receive the Charter on behalf of our new Region at the Parade banquet. One of the great memories of that trip was exercising our 911s on the road from Sudbury to Thunder Bay, but that's another long story and I won't admit to anything here! That September, we organized the local UCR presentation at the Port Hope Golf Club, attended by Chuck Stoddard, PCA National Vice President, and Zone One representative Doug Troyer. I believe it was the first UCR multi-day event that included an autocross on Sunday. It was a big deal at the time, but let me give you a little history on how we got there.

I was recently asked by Mike Bryan how UCR came to be created. Forty years has a way of letting some details slip away, but here's my best recollection of how it all began.

Being a member of the Niagara Region, I decided to attend

their Concours in Rochester in the summer of 1975. My 911T had no business being in a concours, but it gave me the opportunity to get to know the members and inquire if they thought a PCA Region could be created in Ontario. They thought it was an interesting idea and encouraged me to contact PCA National Office. There were no issues as far as PCA was concerned—just get 25 members, pick a name and complete the application. It was a pretty formal process and not without the occasional setback.

I knew there were a fair number of Porsche owners in Ontario, but had no idea who among them might belong to PCA. Fortunately, Niagara Region opened their membership list to Ontario residents, to target for our Region application. Because Steve Megill was also a Niagara member, and actually had a similar idea about an Ontario based Region, we met early on and worked together on building the future Upper Canada Region.

How could we reach the local Porsche enthusiasts? Back in those days, it was definitely not as easy as accessing Porsche forums, sending email broadcasts out, or posting on social media. No, it was snail mail and the personal approach! We advertised in the Toronto Star—seeking enthusiasts interested in establishing a Porsche Club here in Ontario. I don't recall how many responded, but certainly enough that we were encouraged to continue. When we reached what we thought was a reasonable starting point, we arranged a meeting at the German Harmony Club on Sherbourne Street for all those who had responded to our ads and personal contacts.

While discussing the merits of creating a PCA Region, we also discussed resurrecting the Porsche Club of Canada—which had become inactive by the early 1970s. However, it was pretty easy to see the benefits of belonging to a much larger and well established organization, so the decision was made.

It is important to recognize the contribution of the Niagara Region in helping us to create the Upper Canada Region. Their transfer of at least 12 members to our charter member list enabled UCR to be created in what I recall was a very short time frame—driven by the approvals necessary prior to the Brainerd Parade, where it was to be granted. Niagara Region was always supportive and inter-Region participation happened quite regularly.

In preparing this article, I obtained a faded xerox list of the UCR Charter Members, thanks to PCA National Office. Among those listed are six who are still active UCR members, in addition to myself. Sorjo Ranta, a PCA member since 1958, was a great help in establishing UCR. He served as the Region secretary the first year and is responsible for the “Upper Canada” Region name. I have been able to get some suggestions, but the origin of the name “*Provinz*” is one of those details that can't be reliably verified. Perhaps one of our long-term members can provide a more definitive recollection of this?

Speaking of *Provinz*, in the first few years, it was nothing more than a few xeroxed pages—and it was always a challenge

to find a copier that we could use, free of charge, to get it out. Having a small membership that contributed roughly just \$7 per member to the Region's bank account kept spending to an absolute minimum. It was also a monumental effort to get it distributed with envelopes and stamps. Remember no email back then.

Events in the first few years consisted of member meetings as well as autocrosses and an annual Concours, both of which were sometimes held jointly with other marque clubs, such as Ferrari, BMW, and Corvette. I remember very well losing the 356 class award at the Downtown Fine Cars Concours to Ken De Rooy's Speedster because he had a VW toolkit and I had none. We still joke about that somewhat questionable outcome after 38 years!

Regrettably, I haven't actively participated in UCR over the years aside from a few DE and Club Racing events. Mike's encouragement to attend the January social meeting and Randy's soft touch to do this short history of UCR has sparked a renewed interest. I hope to see many of you at some of the 2016 events.



INTRODUCING UCR'S NEW 40TH ANNIVERSARY BADGE

Here is our new 40th Anniversary logo with the big 40 in Ruby Red, the 40th anniversary colour, that is offset in a darker hue with a gold colour outline of the badge like shape connected to and outlining the big 40 and was chosen as homage to Porsche's own badge on our cars. The checkered line on top salutes the track efforts of the marque. The iconic top profile and artistic rendering clearly says Porsche is involved here, even without mentioning the brand on the badge. Ironically, the ruby red and gold colour scheme matches the background and maple leaf within the imbedded UCR logo. White letters show the years and also matches the white UCR on our club logo. The gold Porsche Club of America within the UCR logo with its black background contrasts well with the other elements while balancing the black and white checkered line.



The logo will be used in print media, it may be made into a Grill Badge for sale to all UCR members and it may also be made into a Pin for handing out to new and existing members at 40th Anniversary events and socials. A 40th Anniversary PCA style windshield sticker is enclosed for your car.



THE PORSCHEPHILE



Porsche 904 Corgi to Inevitable 911 Outlaw With Attitude!

Story and photos by Tom Elder, UCR Member



“ I’m not sure if it was by accident or by design that I ended up with a 911, but, looking back, it seems like there was certain inevitability to my choice. One of the earliest toys I remember having as a child was a Porsche 904 Corgi. I grew up with VW Beetles and had one in college. It had no heat, an ice scraper was permanently hung in the defrost vent for scraping frost off the inside of the windshield, and there was plenty of fresh air thanks to the rust-perforated floor. The most important accessory was the pile of blankets in the back seat, used for keeping occupants warm.

After college, I started racing Formula Fords and Formula Vees with some success. During the winter off-season, I explored the limits of Beetle traction while ice racing. To fill the gap after hanging up my race helmet, I moved on to an Intermeccanica Speedster. Ownership included building a proper motor for it, punching it out from 1.6L to 2.2L and adding bigger barrels, a



stroker crank, hotter cam, and a set of Webers. There were other sports cars along the way—a Datsun 240Z, a Porsche 914, and an original Lotus 7. Upon reflection, it seems like a logical progression from all the air-cooled hardware to ending up with an early 911.

I was really looking for a 356 to build into an Outlaw car but the recession forced me to cut my budget. With a revised scope, my search yielded an early 911 from California that needed some love. The car had previously been dismantled—I assume for the poor paint job it still wears today—and then carelessly reassembled. The first couple of years of ownership were spent just getting it to run and operate reasonably well. Every system needed work—brakes, suspension and transaxle

have all been rebuilt. The saving grace is that it is a very solid, rust-free car.

The “Pendulum” vanity plate is a little engineering/physics humour, giving a nod to the early reputation these cars had for stepping out sideways and swinging like a pendulum, due to the mass of the flat six hanging out behind the rear axle.

Why an Outlaw-styled car?

I have a particular fondness for that period in automotive design, before the age of electronics, when the focus was on mechanical innovation and styling was not dictated by the need to satisfy safety regulations. This car is a perfect platform or canvas on which to build or create something unique and personal. The basic 911 air-cooled design was built from 1965–1997 so many of the parts are interchangeable and more recent parts can be made to fit an earlier car. Also, there were many versions of the 911—from touring models to extreme performance and full race cars. It’s possible to pick and choose features from all these models that suit the needs of a particular project, which could be anything from a track day car to a touring car. With an Outlaw build, there’s always the option of designing and fabricating parts from scratch as well.

The intent of my Pendulum project is to build something unique, a touring car with attitude while retaining the elegance of the original. The goal for the exterior is to make it clean and simple, visually smaller. It is an exercise in subtraction, removing unnecessary trim items like the front and rear bumperettes, to make it shorter, and reducing the ride height to lower the car. The addition of 935 race mirrors contributes to a more compact, leaner profile.

The rear deck lid is my own design and was a first-time MIG welding experience. It’s tremendously satisfying to develop something unique; a little art-to-part project that succeeds both aesthetically and functionally. All the badges have been removed from the car as the basic form of the 911 is such an iconic shape it does not

continued on page 28...



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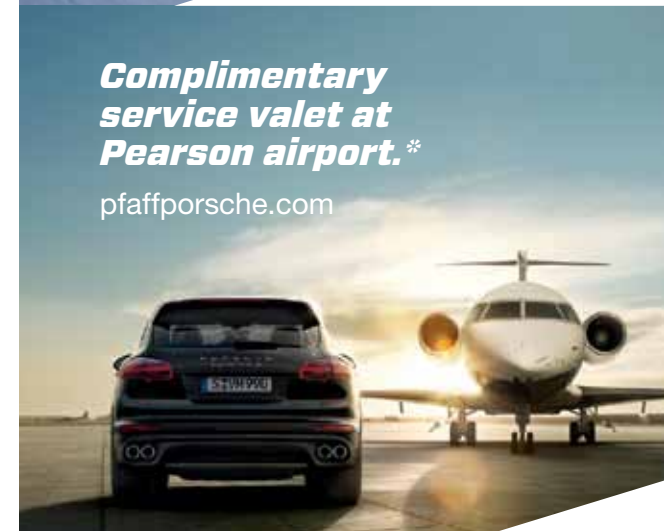
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...continued from page 27.

need any branding to proclaim its identity. I added a couple of iron crosses to the torsion bar covers to subtly brand it as an Outlaw 911.

The objective for the interior is the creation of a spare, clean look with a touch of mechanical rawness. Updates to the interior include the throttle pedal, shift lever, steering wheel, and BF Torino “Nürburgring R” seats. Any modern, updated, conveniences will be hidden—such as a sound system, speakers, or GPS unit. The car is a work in progress and will be for a while.

As the Pendulum Swings

When I started racing in 1980, Rick Bye was my driving instructor. I was very proud of my rookie-prepared, 10-year-old Titan Formula Ford with its shiny new paint job executed by my brother-in-law. I think Rick thought the shiny paint was the best-prepped part of the car, and he gave me a little speech on not being afraid of getting the car dirty and told me to use it hard, as that is what race cars are for.

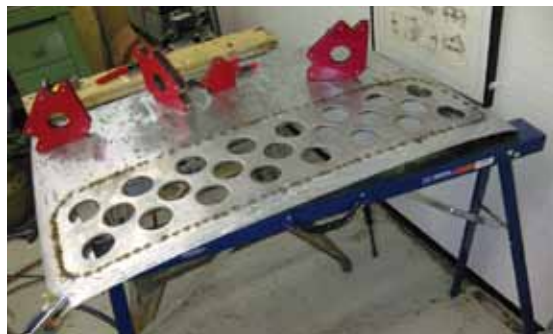
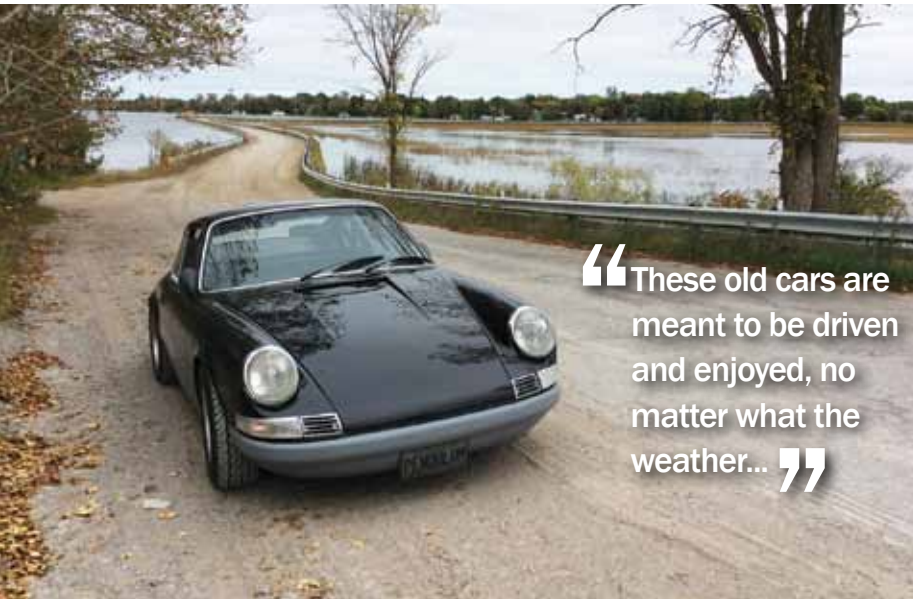
Taking Rick’s advice to heart, I worked my way through the pack in my inaugural race at Shannonville and took the lead, only to spin into the wet, thick, gooey spring mud on the inside of Corner 6. I have not forgotten that lesson and believe it applies equally well to vintage sports cars. These old cars are meant to be driven and enjoyed, no matter what the weather—and should not be permanently stored in a climate-controlled garage under cover. Perhaps that’s part of the Outlaw ethos, too?

For details on the build see Pelican Parts Porsche Forum <http://forums.pelicanparts.com/porsche-911-technical-forum/744845-pendulum-outlaw-build-adventures-misadventures.html>

For the Video by Driving.ca see <http://driving.ca/porsche/911/auto-news/entertainment/the-pendulum-outlaw-this-is-one-mans-ideal-porsche-911>



“These old cars are meant to be driven and enjoyed, no matter what the weather...”



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Take a Cayenne on a Fun Run or an Auto Cross?

WHY NOT?!!

Story and photos by Eleanor Gurd, UCR Member

Over the years I have owned over 60 vehicles and no, my age is not 102. Of those vehicles, 8 were Porsches: 3 Boxsters, 3 911's (996 Cab, 997 Coupe and C4S Cab) and 2 Cayennes. Cars and fun roads are my passion. Being around people with similar interests adds a lot more fun.

In 2014, I signed up for all of UCR's autocross events because it is a fun, performance driving event, involving the navigation of your car through a defined course of pylons. It is a great way to drive your vehicle competitively in a safe area while being timed. Being an ex ski racer I love using my mind to remember the course while trying to improve my driving smoothness and times. Needless

to say, I enjoy a good slalom course – on a ski hill and in an autocross. A few days before one of the events, my C4S had to get repaired and would not be ready for the autocross. A part had to be ordered. At first I was thinking I would not be able to attend and then thought, wait, I can take the Cayenne! It's a sports car on steroids. Well let me tell you, it was so much fun! It handled the course with sportiness and grace. I was only a second or so off my sister's time in her Carrera, and she is no wimp.

In 2015, my husband and I signed up for four Fun Runs because we enjoy being with fellow Porsche owners and love the new roads that the hosts of these events share with us. We sold our C4S just before our first Fun Run

and asked if it would be ok to take our Cayenne on that event. "Absolutely it was ok". On one of the runs they used me as a sweep which means I was the last vehicle in the line up so the lead driver could see when all the cars got through the lights and stop signs. Being in a vehicle higher than a sports car is a plus – in more ways than one. I can see over the cement bridge fences and view the beautiful streams and rivers. I can see scenery I did not know existed in my sports car and my husband enjoys taking photos more, in particular of all the sports cars in front of us! And the Cayenne handles just as well as my sports cars. With the added height and all wheel drive, I do not worry about surprises on the road.

On the Spring Muskoka Fun Run, we were in the middle of the pack and had a ball in the twisties. Some of the other participants were amazed at how well the Cayenne handled – just like the sports cars. Just a tap to lower the air suspension and select sports mode, and the Cayenne is a Carrera on steroids.

I highly recommend that you get out this year with your Cayenne, Macan or Panamera and go on some Fun Runs and Autocross Events. You will have the time of your life with great people while enjoying your fantastic Porsche.

Porsche. There is no substitute. Enjoy and have fun!



WINTER DRIVING DIARIES

2015/16 SEASON

Part II



By Andrew Combes – UCR Member

It is oft said that the best-laid plans of mice and men go awry. Sometimes though, things get lost in translation as it did for me last week. In last month's issue, I'd written that this month's article would cover the PBOC Winterfest at Sebring. And so it should have. However, last week, my border collie Ben had other ideas and decided it was the perfect time to tear a small cyst—it then ulcerated and rapid surgical intervention was required. Thus, the proverbial mouse was now a dog. No Winterfest for me.

So, I'm going to skip writing about Winterfest because I'd prefer to share a recent first-hand experience, rather

than a memory from last year. This month's episode from the land of sunshine and palm trees will focus on the first Chin Motorsports event I attended with my track car Martini this winter. It was just a regular Chin DE at Sebring but it was notable for several reasons.

First, the weather. For two days earlier this week, South Florida played host to some fairly spectacular weather, of the deluge variety. The first 24 hours saw my home area receive no less than seven inches of rain and



we had almost as much the second day. Driving the 99 miles to Sebring was more an exercise in nautical navigation than following the road signs. So I was very relieved to see a warm and dry track on Saturday morning. It is, after all, the dry season here.

I have previously noted that more and more drivers from north of the 49th parallel seem to appear at these events each year—and this weekend was no different, with a very distinct uptick. In all, there were probably well over 20 Canadian entries, many of them UCR members.

David and Mike Smith drove their new Cayman GT4s down from Toronto a few weeks earlier and this was the first time they'd been used in anger since the end of UCR track season. Jay Roth

was there in his lovely 991 GT3RS (they are all lovely really, I guess), and I saw Brian Muir, and Bruce Trigg, who were "in between cars". Lindsay Gillespie, a 25-year UCR veteran and current director of the Ferrari Club of America—Canada East Region, came along to the event photoshoot.

Jack Dertinger turned up, but without his Cayman S. He initially seemed pretty cheerful for a chap who'd clearly forgotten the prime reason for spending a few months in the sun, but by lunchtime, I believe he was drafting a speech to his wife with reasons why he should fly back home and just coincidentally get Mr. Cayman,

who was (clearly and understandably) feeling very neglected at home.

Also in the paddock were Rick Morelli and Gerry Low from GTA-based DriveTeq(.ca). They travel to Florida with their clients during the winter—Rick says legendary Sebring is one of their favourite destinations. And then there were drivers who are not yet members of UCR but, after seeing what nice chaps we are, cannot wait to sign up. Yet another green Cayman R from Ontario was being ably piloted by Lindsay Rice—she declared not only that the event and the track were "unbelievable", but also that she would definitely be joining UCR this year. I didn't even have to twist her arm too much!

When you become a regular at the southern tracks it is not just the PCA friends you rediscover. I've come to make many new friends in all the groups I drive with in Florida. One such is René Meyer. Originally from Germany, he has lived in the US for many years and drives a blue 1973 Corvette that is the bane of my life. We've met at many Chin events. In the early days, we found that we were always running side by side—so each spring and summer I would work on my driving skills, improve Martini and come back to Florida hoping to see René in my rear view mirror and falling backwards. Unfortunately, René was not adhering to my plan as he spent his summers improving the 'vette and his own ability. To this day, we still follow each other round Sebring as though we are attached at the hip!

Ring rust is a curious bedfellow, and he has visited twice in recent memory. Through personal circumstances, I had a break from the track for some three months from April to July last year and then again from early October to this past weekend at the close of January. In my case, I find it takes about a half day to get completely reacquainted with the car and maybe a further four runs to get back to something approaching form. But having said that, I thoroughly enjoy the

continued on page 34...



...continued from page 33.

sensation of peeling away the verdigris of time-induced ineptitude—it's a bit like revisiting your early track days, only with a very much accelerated learning curve.

At my request, on the Sunday at lunchtime, we herded together for a group photo. It was an eclectic mix with Cup cars, GT3s, Caymans of every variety, and a lone BMW 135i piloted by Trillium member Rick Clark. The banter was very Canadian of course, right down to Cup driver Gerald Panneton suggesting we needed something “typically Canadian” on show, and then hefting a sack of ice-melt salt onto the bonnet of his car for the group shot!

The track at Sebring is notoriously bumpy and rough (as I have mentioned before in my articles). This weekend, poor Martini was a victim of the beating given by the high-speed thumps and bumps. Turn 1 approaches you at well over 130mph if you are as good as Martini and as inept as me. You're never going to negotiate the turn at that speed though. Depending on the car, your competence—and the track condition—somewhere between 80 to 100mph will be the max. In other words: not the sort of corner where, when approaching the upper quartile of that bracket, you'd want to hear a very loud bang from the rear of the car. And then experience the handling going to hell in a hand basket, at the speed of light! I absolutely refuse to accept that I was trying to put distance between myself and the Smith's GT4 Caymans and thus travelling at an enhanced velocity as a potential cause for the dilemma. I will accept that it took a feat of unbelievable skill to bring things under control. Oh, all right... I merely turned the wheel a few more degrees to compensate for the washout.

Coincidentally, we immediately went under black flag conditions for a heavy impact at Turn 5, so we exited the track.

A quick inspection by the Sick Sideways crew back at base revealed the culprit—a completely severed rear sway bar, or anti roll bar, for you Queen's English readers. An hour scouring the paddock turned out to be a fruitless exercise in trying to locate a replacement, so off came the whole thing—and with some trepidation, I drove without it. Well that was a revelation! It caused some looseness at the rear end around nearly all the course and increased the understeer quotient a little, but all that was to be expected. What I did not expect was the transformation of the bumpiest corner in the whole of motorsport—the infamous Turn 17—to be tamed! Lap after lap, I found that out there at T17, Martini rapidly closed in on the very fastest cars, because she loves to take the corner with no control over the rear end. Nerve wracking, I grant you, but just one of those accidental discoveries that leaves you rethinking the basic tenets of car setup.

There is now a full three days to wait before Martini and I are on track again for PCA's annual 48 Hours of Sebring. The event spans four days so I have no idea why the name remains mathematically incorrect. Brandon Comella, another CTMP Cayman regular, is flying in from Rochester for this great event and we plan to have a blast both on and off the track. Stayed tuned for next month's report.



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TRACKTALK



Photo by 303 Imaging

By Dave Osborne, UCR Track Chair

The most important part of the Track Team's job is everyone's safety. We concern ourselves with foot traffic in the paddock, speed in the pit lane, the quality of your brake pads, and our ability to respond when there is an issue. One of the tools we use to assist us in our response to everything from a break down to a major incident, is your car number. Since they are assigned to each vehicle by the Registrar and can only be shared in separate run groups, we always know who is in each vehicle. Starting in Tech Line and continuing right through your lapping sessions, your car number identifies the vehicle, driver, run group, medical information, and instructor assignment.

The corner workers can identify any issues with your car or your driving and use your car number to notify the Tower of any corrective action that may need to be taken. Car numbers are very important. Over the years, we've agreed on some simple rules that help make them useful while you're travelling at hundreds of miles per hour or just parked in the paddock while you are at your worker assignment. The rules are posted within the Registration Rules and are there for everyone to see. Of all the things you do, getting your numbers right should be one of the easiest.

They have to be six inches tall, or 15.24 centimetres (for those born 25 years after me), and be a colour that contrasts with your car. Car numbers are not a fashion statement. They shouldn't blend in or compliment your car colour. They shouldn't be cute and tiny while fitting in your rear quarter

window. They shouldn't be inside the car if your windows are tinted. You don't need to see them, the corner workers do. They can be magnetic if you have steel panels on your car. They can be stick-on if you wish to put them on your aluminum doors or they can be static cling, if your windows are large enough to support 6" numbers. In an emergency, there is always painter's tape but that can get messy if we have a downpour during the weekend. What they can't be is less than six inches high.

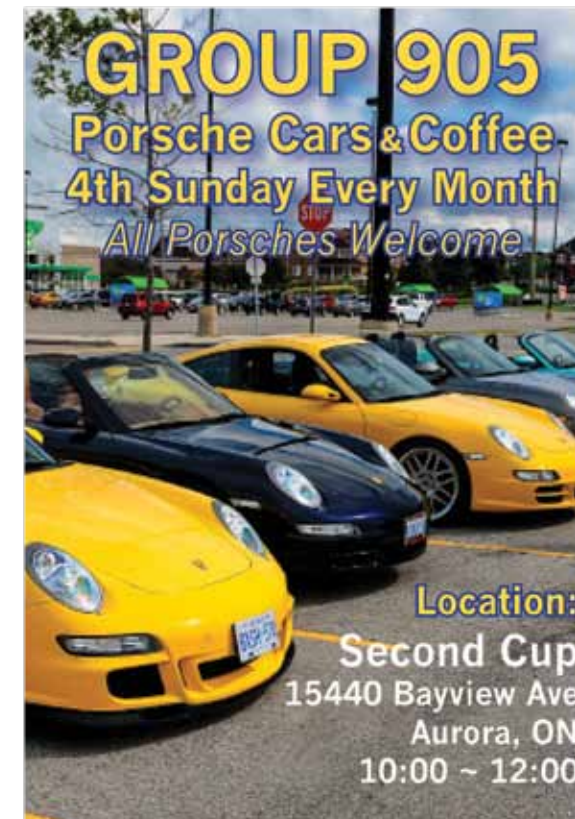
Because there is so much confusion over this measurement, we've asked Randy, our editor, to place an old fashioned ruler on the edge of this page. That way you can easily compare the size of your car numbers to the Club's standard. Another quick way is to compare them to the length of the word *Provinz* on the cover of this magazine. It's not perfect, but it's pretty darn close. Since car numbers were the number one cause for confusion in the Tower last season, Paul Neto, our tech chief, will be checking them this season. Please make sure yours comply or you won't clear Tech Line.

As you know, Registration opened at midnight on New Year's Eve again this year. Usually, I give honorable mention to the first three enthusiasts who sign up. Since several people clicked at the same time, I have to mention five. The first pair is at the opposite ends of the learning spectrum. Torsten Schierholz signed up at exactly 12:00am for the IDS, as did Francois Faust, who is one of our most respected Instructors. Coming in at number two is Chris Ullyett, who is one of our Black Run Group

drivers at 12:02am. He is followed by another tie between Alex Aryafar, a Green Run Group driver and Mark Gardiner in the Black Group, both at 12:04am. We are grateful for all of our enthusiastic registrants and we are looking forward to another awesome track season.

I should mention, since this is the March Provinz, that if there are any places remaining in the IDS courses, you had better snap them up now. Waiting until a few weeks before the event is a sure way to be disappointed. Since you can't enter the Driver Education Program without the IDS as a prerequisite safety course, don't wait and miss out.

See you trackside soon!
Dave



Because not everyone drives like you do.

Kurt Bergmanis, Member Ontario Trial Lawyers Association
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Note: Upon registration, your status will be "pending" until reviewed by UCR's Registration Chairs and status updated to "confirmed". Cancellations permitted per event policy.

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Sunday, May 1st, 2016

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GOT A GREAT RIDE?

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

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

Randy Gananathan
Provinz Magazine
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CONFESSIONS OF A PAST PRESIDENT

By Phil White, UCR Past president 1991



Photo by Michael A. Coates

I am the “Old” Phil White. I prefer to be known as Phil White—“The Wise”.

I was president of UCR in 1991. That’s 25 years ago! The members of UCR will remember, some more than others, that my monthly articles in Provinz were mostly of a light-hearted nature. However, I would like to share some thoughts about being president. I doubt that anything much has changed since my demise.

Most people believe that the president is the Supreme Commander of an organization. Not so. Naturally, I was upset when I found that out. Although the president does have a distinct influence on the organization, it is the board of directors that determines the decisions. So don’t blame me.

Remember... the board is made up of Porsche owners. Porsche owners are generally people who are successful in their own endeavours, to the extent that they can purchase a Porsche. They are not prone to following orders. I noticed that on several occasions.

Every decision that was made, no matter how neutral in our estimation, had some unintended repercussion on someone. Some people therefore felt that some decisions were directed against them. Not so.

My financial position was always conservative.

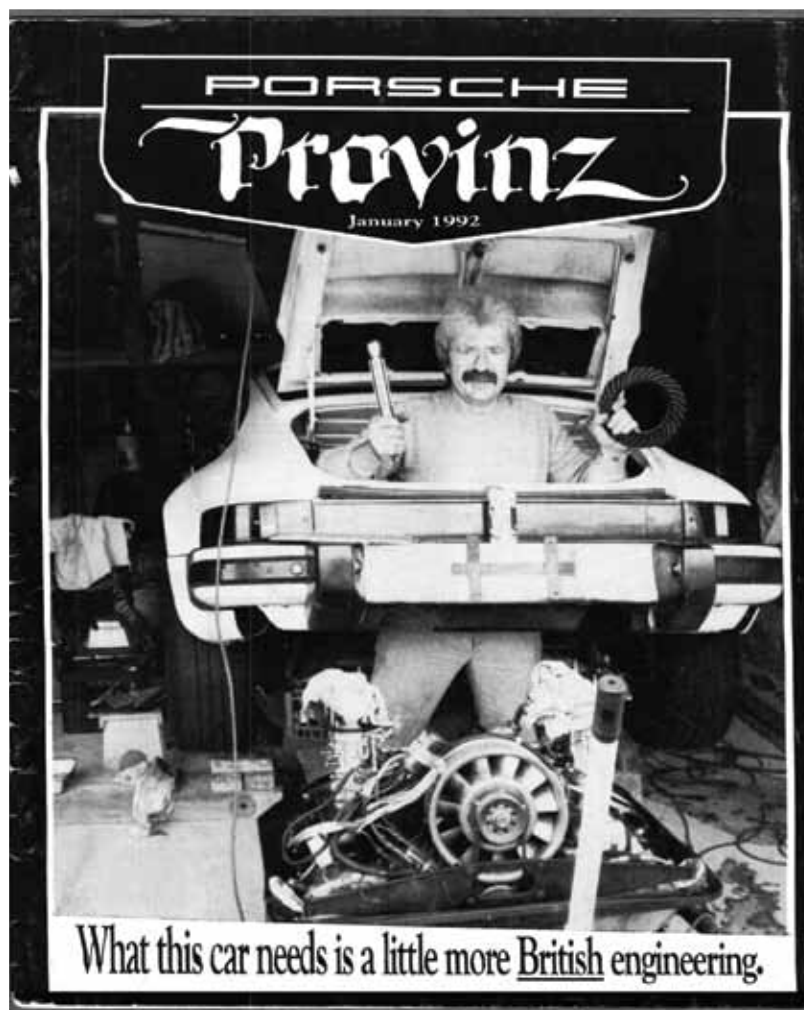


Illustration from UCR Archives

I maintained that any event should at least break even, in order to continue. Members vote through their attendance.

Volunteers are the lifeblood of UCR, and are its greatest asset. There are many people who form the backbone of our club. The long list would definitely include John and Rosemary Adam, Dagmar Pegg, Angie and Mark Herring, Botho and Susan von Bose...

I feel very fortunate to have met such a great group of people, and continue to enjoy their company after all these years.

Yours Very Ever So,
Phil White—“The Wise”.



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PERIPHERAL VISION

By John Adam, UCR Historian



We had the Porsche out for a final run in December, to our surprise in January, and then waited for a clean, dry day. It was slow in coming. We headed to the sunny Caribbean. That's when all the action took place for Parade accommodations registrations at Jay Peak Resort in Vermont. All rooms are sold out now, but more may become open, so continue to check the parade website: http://2016parade.pca.org/hotels_1.html you might be lucky!

Planning ahead for DE, NNJR hosts Driver Ed May 20-22 at Mid-Ohio. For years, Mid-Ohio has been a big favourite at our house. It often rained when we were at that track and so the NNJR three-day weekend is the best way to ensure that you get decent track time if the weather turns against you. NNJR Driver Ed Registration opens two months before the event date. Mansfield is the place to stay.

Track dates at Watkins Glen are always rather interesting. Several PCA Regions have back-to-back dates that could have you on track for five or six days in a row. It's easiest to check The Glen website and pick your poison from May through October. We have always stayed in Corning rather than Watkins Glen and have had no regrets—better dining and easier access. Check out the accommodation that works best for you. Consider planning extra time to enjoy the Corning Glass Museum or the area wineries, especially if SWMBO* is along.

Along with Excellence, the Porsche AG factory magazine, Christophorus, provides information on the company's activities and its products. Christophorus also aims to entertain readers with lifestyle stories, sports reports and cultural features. It was founded in 1952 and contains an international section, which covers topics from around the world, and a regional section aimed at customers in specific countries.

Bi-monthly issues can be obtained by subscription or complimentary for one year after the purchase of a new Porsche. Paid subscriptions are EU30 per year. Order the magazine via the Porsche AG website by filling in the form at: <http://www.porsche.com/canada/en/accessoriesandservices/christophorusmagazine/subscription/>

I look forward seeing you out at the many PCA and UCR events in 2016.

We expect to have a great time all year!

* SWMBO = *She Who Must Be Obeyed*



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