

provinz

THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA • VOL.40 No.404



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

Volume 40, Issue Number 404 • November 2016



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Elliot Adler, UCR Member.
See story on page 20.



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PRESIDENT'S FORUM



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

As I meet my fellow members at UCR events I try to get a sense of what your Porsche Club membership means to you. I'm conscious that it plays a different role in each of our lives and interested to understand how you see yourself as

a club member. Is it an important aspect of your social life? Do you enjoy the thrill of the track and learning how to really experience the capability of your Porsche? Perhaps you just seek a network of older model owners to share technical tips. Maybe you enjoy the occasional Fun Run or Monthly Social when you can fit it in to your busy life? One way or another, our large team of volunteers aims to meet your needs by organizing a range of events that offer something for everyone. I notice that some of you stick to your particular events of choice, and some come out to several different social and driving events, perhaps knowing you'll always have fun in the company of others who share your good taste in vehicles. Some of you block off the dates of your chosen events in the UCR calendar and sign up as soon as registration opens. Others register in reaction to notices of upcoming events, realizing that the date is open for them and the event looks like fun.

Although there are thousands of registrations for UCR events every year, I know many members never make it out to a single one. Nevertheless, they enjoy receiving our own *Provinz*, PCA's Panorama and e-Brake News, all keeping them up to date on club activities, as well as information on Porsche and its vehicles. I don't know how many of us read every single item, but since we are all Porsche owners, there must surely be something of interest to us. At first we might only read articles that reference our own Porsche model, but then we read about Porsche's future vehicle plans or the extreme attention to detail in the design and building of their cars. We start becoming more curious and wonder how the company started, it's involvement with Volkswagen and who was this Ferry Porsche guy. We begin to read the *Provinz* articles on club events and we see pictures of members having fun in many different ways. It may then dawn on us that our Porsche is not just a wonderful example of German engineering, but an entrée to a different world of fascinating history, racing heritage, interesting characters, strong personalities and a culture of excellence and continuous improvement. The door also opens to a friendly North American club (PCA) and its local Region (UCR), where you can be entertained, learn useful information, make new friends and drive your Porsche for sheer enjoyment.

UCR has never stopped growing in its 40 year history. However, its annual growth masks the fact that many let their membership lapse, often because they have sold their Porsche or moved away. The shorter term lapsed members sometimes tell us they found nothing of interest in our events or magazines. As someone who started with limited interest, I understand that it may take time to allow Porsche and this club into your life, but I do feel sorry that some never gave it a chance, labelling themselves as "I'm not a clubby kind of person" or saying they have absolutely no time to allocate to this. We might ask why then did they pay the premium for a Porsche instead of a Mercedes or BMW, if they wanted no more than a "luxury sports car". Where's the risk in trying a Fun Run or coming to Open House to learn about club activities? Few of us have the time, but we make the time for things we want to do. The only risk is that we might actually enjoy them and then have to make time to do them again. As I said, the club plays a different role in all of our lives, to a greater or lesser extent, but I do hope that every member will at least give it a chance and risk the possibility that they may find real value and enjoyment by coming out to a club event. The only qualification is membership; no other knowledge, skills or experience is required for you to have fun and be comfortable in the company of such a genuinely nice bunch of people.

This is my 24th and final President's Forum, having served the maximum of two one-year consecutive terms as President. For several years after joining the club I was happy just to attend Monthly Socials and Fun Runs, but then one day I let myself be persuaded to join the board. Now, six years on, I'm so grateful to have had the opportunity to serve and to lead UCR. I've loved every minute of it. It has been an absolute pleasure to work with our team of truly amazing volunteers, many of whom have become good friends. I've also enjoyed getting to know so many of you and I thank you for both your encouragement and your constructive criticism. Having allowed the Porsche Club to become an important part of my life, I don't see that changing anytime soon.

Thank you so much for your support.

Keep your eyes up and drive safely,
Mike Bryan



SUBMISSIONS

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

PROVINZ 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

PRINTING

Laser Reproduction Limited, Toronto, Ontario

CIRCULATION

This issue of *PROVINZ* was distributed to 2639 primary Upper Canada Region members and has over 3900 readers.

CONTACT UCR

Angie or Mark Herring at (905) 854-3332

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

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membership@pcaucr.org

Canada Post Publications Mail Agreement Number: 40042299

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DRIVER'S SEAT



Randy D. Gananathan, Editor

So glad many of you wrote, phoned, inquired and complained that October *Provinz* was delayed. Glad because it means that *Provinz* is something you look for? Delay snowballed due to critical

content received five weeks late.

In this issue, we bring more first person stories. The most interesting reads, for the variety of angles presented by our contributors, even if one attended an event being reported by another member, it provides another's view.

September weather, even into the start of October presented challenges to various events from water temperature too high for salmon to jump P20 to pouring rain and gale force winds the night before, into the wee hours of a Show 'N Shine P26. The Eastern Shores fun run of 22 P-cars on October 1st made it into this November issue P15, thanks to immediate editorial and photo contributions. A hill climb P18, Coup de Feu P24, Canada's own Cobble Beach Concours d'Elegance and continuation of the pain of making fat are the highlights of this month's *Provinz*. We talk snow on P40.

Provinz happens with support and dedication of volunteers who send articles, photos, ideas and step-up to volunteer in its production. This editor truly appreciates your contributions and welcomes anyone with time and talent to help. We have a vacancy to fill, please contact me to become our next Advertising Manager.

Past editors would attest how much effort goes into a volunteer fuelled 48 page monthly publication. Let me take you on a timeline tour of how things flow. Submittals are required on the 1st. Proof reading takes ten days, as it is pure volunteer effort. Assembly takes a week and final proof reading of the assembled pages takes several days of volunteer power. Printing is allocated a week. The ink needs to dry before binding. Canada Post guarantees delivery ten working days after receipt at their sort facility. If critical info to be published is delayed, then the whole process is time shifted. Yes, each of the steps described above can be condensed as it often happens, but were spread out last issue with production surprises on top of late decisions. Apologies, October *Provinz* didn't reach you earlier.

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	Introductory Driving School CTMP Driver Development Track
	30	Sat	Introductory Driving School CTMP Driver Development Track
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
Jun	29	Sun	Street Survival School - UCR & BMW Trillium
	3	Fri	5th Driven 2 Smile & Solo Lapping CTMP
Jul	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	61 st Porsche Parade - Jay, VT
	21	Tue	Tech Session - Pfaff Porsche
	26	Sun	Ancaster Fun Run
	2	Sat	Grand-Niagara-on-the-Lake Fun Run
Aug	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	6	Tue	Board Meeting
	10	Sat	Porsche of London Fall Fun Run
	13	Tue	Social - Porsche Centre Oakville
	17	Sat	Eastern Shores Fun Run
	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
	2	Sun	UCR Autocross
	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	Annual Business Meeting and Social - Islington Golf Club
Dec	6	Tue	Board Meeting
	13	Tue	Social - Pfaff Auto

Further details at: www.pcaucr.org



THE WAY WE WERE...

40 Years Ago

This was the first issue of Porsche *Provinz* but no background for the new name was given. **Stephen Rush** had assumed the presidency, having taken over from **Geoff McCord**. H.J. Pfaff Motors was the advertiser on the inside front cover. The dealership supports the club to this day! In an interview with **Hans Pfaff**, he suggested that production of the 911 might end in 1980; the future was in water-cooled engines. The new 1977 911 retailed for "over \$20,000". The rant of the day was by **Les Smith** with his views on radar detectors. Membership had reached 70.

30 Years Ago

H.J. Pfaff Motors congratulates UCR on the occasion of its 10th anniversary banquet. Our monthly social meetings were held at Gasthaus Schrader on Church Street and I miss the conviviality of those sessions. New Canadian Porsche sales were reported as 1,300 annually. Sales of the 944 exceeded those of the 911 while sales of the 928 matched the 911. Base price for the 911 was \$68,500. Banquet guest speaker was to be old-timer **Geoff McCord**. **Bruce Farrow** had a lot of parts for sale.

20 Years Ago

Keith Andersen was a new member. President **Botho von Bose** talked about **Cynthia Brown**'s plans for the Awards Banquet, where **Jim Kenzie**'s band would be playing. **Jay Lloyds** favored us with an article about prepping race cars in Hong Kong. **Super Dave Osborne** wrote about using street tires rather than race tires on the track.

Contributed by John Adam, UCR Historian

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NEW MEMBERS...Welcome!

Name	Location	Model	Thanks To
Greg Aarssen	Chatham	12-911 CS	Porsche of London
Tony Battista	Oakville	03-Boxster S	
Arash Behzadi	Toronto	17-Macan GTS	Downtown Porsche
John Blaicher	Midland	16-Boxster	
Duncan Bruce	Toronto	17-Cayenne	Downtown Porsche
Salesh Budhoo	Mississauga	17-Cayenne	Downtown Porsche
Peter Calabrese	Scarborough	11-911 T	
YiYi Cheng	Toronto	17-Macan S	Downtown Porsche
Huan Chi Ou	Gloucester	16-Cayenne	Downtown Porsche
David Eastaugh	Toronto	15-Boxster	
Farla Efros & Mike Muyal	Toronto	17-Macan GTS	Downtown Porsche
Drew Everett	Chatham	05-Boxster S	Porsche of London
Mark Filice	Toronto	14-Boxster	
Deborah Firestone	Toronto	17-911 4S	Downtown Porsche
Jerry Frayne	Brampton	99-911	
John Gerow	Oakville	15-Boxster S	Downtown Porsche
Hardeep Ghatehorde	Brampton	16-Cayman GTS	
Alexander Grieve	Toronto	17-Macan	Downtown Porsche
Robert Hansen	Toronto	11-911 T	
Joyce Harris	Maple	17-Cayenne	Porsche of London
Jian He	Scarborough	16-Cayenne	Downtown Porsche
Wei He	Richmond Hill	16-Cayenne	Downtown Porsche
Xuetao Hu	Waterloo	17-Cayenne SE	Porsche of London
Michael Iuorio	Toronto	16-Cayman	Downtown Porsche
John Jarvis	Huntsville	87-928 S4	
Stanley Johnson	Barry	05-Boxster	Porsche of London
Muthiah Karuppanchetty	Toronto	17-Macan	Downtown Porsche
Manu Kaushik	Morriston	16-911 C4 GTS	Downtown Porsche
Omar Kayani	Toronto	17-Cayenne	Downtown Porsche
Arjun Kumar	Whitby	17-Macan GTS	Downtown Porsche
Joe Lam	Richmond Hill	17-Cayenne	Downtown Porsche
Scott Langille	Guelph	17-Macan	Porsche of London
Swee Chin Lee	Mississauga	17-Macan	Downtown Porsche
Tony Lelievre	Kirkland Lake	83-911 SC	
Pengfei Li	North York	17-Macan	Downtown Porsche
Chuyue Liu	North York	17-Macan	Downtown Porsche
Steven Lo	Markham	16-Panamera	Downtown Porsche
Robert Lopatto	Tiny	03-911 C	
Kirk Lynn	Toronto	99-911 C4	
Rory Machin	Whitby	05-911 C	
Fahime Maleki Dermenatki	Toronto	16-Cayenne SE	Downtown Porsche
Mehbs Manji	Bath	03-Boxster S	
Gordon Manock & Bob Blackburn	Toronto	06-Boxster	
Andrew McArthur	Toronto	17-Macan	Downtown Porsche
Steven Minuk	Toronto	16-Macan S	Downtown Porsche
Bill Morris	Fonthill	08-911 C4	Tony Backler
Martin Nanasi	Toronto	17-Macan GTS	Downtown Porsche
King-Tat Ng	North York	17-Macan	Downtown Porsche
Pierre Ozon	Barrie	16-Cayman GT4	
Lesley Paul	Toronto	17-Macan T	Downtown Porsche

Name	Location	Model	Thanks To
Gerard Poon	Markham	17-Macan	Downtown Porsche
Atul Prabhu	Toronto	17-Cayenne	Downtown Porsche
Alireza Rafizadeh	Richmond Hill	13-Cayenne	Downtown Porsche
Karyn Rasmussen	Toronto	17-Macan	Downtown Porsche
Robert Rice	London	17-Macan S	Porsche of London
Guy Robineau & Carol Craig	Sudbury	07-911 C4S	
SherryAnn Rose	Markham	17-Macan	Downtown Porsche
Brian Ross	Georgetown	15-Boxster S	
James Salt	Ottawa	72-911 T	
Carol Santamaura	Toronto	17-Macan	Downtown Porsche
Glenn Scheels	Kitchener	14-Boxster	Jerry Vernhout
Kristal Sequira	Toronto	17-Macan	Downtown Porsche
Barry Sklav	Toronto	16-Cayman	Downtown Porsche
Paul Smith	Stouffville	17-Macan	Downtown Porsche
Darren Smyth	London	17-Macan	Porsche of London
Joshua Spagnol	Nobleton	15-911 GT3	
Zinayida Subota	Toronto	17-718 Boxster	Downtown Porsche
Yafei Sun	Toronto	17-Cayenne	Downtown Porsche
Kent Thomson	Toronto	17-Macan GTS	Downtown Porsche
Andrew Thorpe	Toronto	73-914	Patrick Ford
Zhigang Tian	Toronto	17-Macan S	Downtown Porsche
Teresa Tong & David Kan	North York	15-911 C4S	Downtown Porsche
Ryan Trasolini	Toronto	16-Cayenne	Downtown Porsche
David Turk	Thornhill	17-Macan T	Downtown Porsche
Chin Wah Yung	Markham	17-Macan	Downtown Porsche
Noel Walpole	Toronto	17-Macan	Downtown Porsche
Thomas & Beate Wolf	Thorold	06-911 CS	
Kun Zhu	Scarborough	17-Cayenne	Downtown Porsche

ANNIVERSARIES...Congrats!

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

30YEARS

Howard Dexter
Harry Bytzek

20YEARS

Mark & Mary-Anne Baun
Roy & Heather Kao

15YEARS

Del & Erica Bruce
Sean & Alexandra Casey
Iain Cooper

10YEARS

David Hacker & Heather Shear
Andrew Neuman

5YEARS

David Avrahami
James & Mavis Fenn
Arpad & Jacky Gilicze
Paul Gogan
Kris Tobias

Primary UCR Members

2639

Total UCR Membership

3923



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Porsche Club of America, Upper Canada Region Inc.



NOTICE OF ANNUAL BUSINESS MEETING 6:00 p.m., NOVEMBER 8, 2016

TAKE NOTICE THAT an Annual Business Meeting of the members of The Porsche Club of America (PCA), Upper Canada Region (UCR), will be held at Islington Golf Club, 45 Riverbank Drive, Etobicoke on the 8th day of November, 2016, at 6:00pm for the following purposes:

1. To transact business of UCR, including:
 - a) Elect the slate of officers and directors who will take office on December 1st, 2016 proposed as follows by the Nominating Committee:

President	Kathleen Wong
Vice President	Michael Pohlmann
Treasurer	Michael Pohlmann (interim)
Secretary	Foster Zanutto
Director:	Scott Bodo
Director:	Neil Dowdell
Director:	Peter Oakes
Director:	Gregory Sachs
Director:	David Walker

- b) Confirm the approval of the annual financial statements of UCR for the financial year ended December 31st, 2015, including the external auditor's report; and
 - c) Confirm the approval of the appointment of Collins Barrow Toronto LLP as auditor for the financial year ended December 31, 2016.

2. To transact such other business as may properly be brought before this Members Meeting or the day of any adjournment or postponement thereof.

Members are entitled to vote at this Business Meeting in person or by proxy. Members who are unable to attend this meeting in person are requested to sign and return a Proxy for this meeting. An electronic copy of the Proxy Form is available on UCR's website or by contacting UCR's Secretary.

DATED at Fonthill, Ontario this 1st day of October, 2016.

BY ORDER OF THE BOARD.

Name: Foster Zanutto
Office Held: Secretary



Photo by Wolfgang (Sonny) Lott

UCR TECH SESSIONS

By Roger Stopford, UCR Member.

Club Racing Tech Session

- **Date** Saturday, December 10th, 2016
- **Time:** 11am – 1pm
- **Location:** Mantis Automotive,
1029 Speers Road,
Oakville, ON, L6L 2
- **Cost:** Free

Interested in Club Racing or already a racer and want to expand your technical knowledge? This technical session will cover: 944 engine put to work on the Mantis Engine Dyno. Tube bending demo. 4 wheel alignment / corner balance demo. The PCA/PWC?CTCC Cayman , SP-2 944. Discussion about Windtunnel testing. Food and refreshments will be served.

Register at: clubregistration.net



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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 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

NOVEMBER SOCIAL:

Date: Tuesday, November 8, 2016, 6:30-8:30pm

Venue: Islington Golf Club, 45 Riverbank Drive, Etobicoke, Ontario M9A 5B8 (416) 231-1114

This could be your last chance to take your Porsche out for a drive before winter sets in. This is the night of UCR's Election and Annual Business Meeting. Please come out to meet and support your new Executive and Board of Directors and to participate in a casual Q&A to find out more about the club. The Islington Golf Club will be serving the very popular freshly carved, hip of roast beef, sweet potato fries, salad and cookies for dessert.

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. **There will also be a Members Meeting at 6:00pm prior to this social.**



Photo by Michael A. Coates, UCR Photographer

DECEMBER SOCIAL:

Date: Tuesday, December 13, 2016, 6:30-9pm.

Venue: Pfaff Porsche, 101 Auto Park Circle, Woodbridge, Ontario L4L 8R1 Phone: 905.851.0852

Come and celebrate the Holiday Season at UCR's last Social for 2016 which will be held at Pfaff Porsche's Auto Park Circle location. Santa Claus will be in attendance. To help Santa get ready for Christmas, we ask that you consider bringing an unwrapped toy suitable for children up to 18 years of age. Pfaff Porsche will be donating all toys to the Chum FM Toy Drive. Pfaff Porsche will be generously providing food and beverages to all UCR members and guests at this Social. Dress up, bring an unwrapped gift and enjoy yourselves with fellow UCR members

Please register for this event through www.ClubRegistration.net. There is no charge for this event, but the event organizers at Pfaff Porsche need to know how many UCR members and guests will be attending so that they can provide the appropriate amount of refreshments and food for this event.



OCTOBER SOCIAL

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

Cooler fall weather, combined with traditional German food and beverages enticed upwards of 80 UCR members and guests to our annual Oktoberfest Social at The Musket restaurant in Etobicoke. We were all seated in the front of the restaurant rather than in the banquet hall section and most of the feedback was positive as the festive décor and smaller table settings created a very welcoming ambiance. Musket owner Richard Enser "closed public admittance" to the restaurant at 6:00pm so we had the run of the place to ourselves. Thanks go to Hazel de Burgh for providing authentic Oktoberfest music on her iPod, which Mario Marrello helped connect to UCR's PA system. About 20 Social attendees accepted Hazel's invitation to participate in a "chickendanz" which the rest of us found quite entertaining.

After dinner, UCR president Mike Bryan, in his best cross-dresser wig with pigtails and lederhosen, formally welcomed everyone to the social. Mike then reminded everyone to register for UCR's 40th Anniversary Banquet which will be held at The Islington Golf Club on Saturday, October 29, 2016 from 6:00pm-11:30pm. UCR members and their guests must register for this event through www.clubregistration.net to attend. This will be an amazing value at just \$50.00 per person for a three course dinner including tax and gratuities. There will also be dancing and extended socializing after dinner



until 11:30pm. Full details, including 3 entrée choices, can be found on UCR's website.

Mike presented a Past President pin to Mario Marrello who served UCR in 2011/2012.

continued on page 14...



Mike then did a call for new volunteers to help make the many club activities happen. No special skills, with the exception of passion and enthusiasm for all things Porsche, are required for most volunteer roles. UCR is looking for volunteers to assist in running our monthly Socials, *Provinz* advertising sales and advertiser management, the annual Club Awards Banquet, another Family Picnic and Concours for the summer of 2017 and a new Webmaster. Help make your club better by contributing to the activities that we all enjoy participating in.

To conclude the evening, Hostess Dagmar Rhuel-Pohl gave away a number of Porsche-related door prizes. Thanks to Dagmar and the other Socials

volunteers including Mario Marrello, who looks after ClubRegistration.net and Kimberley Viney for her event management skills.



UCR Treasurer Vacancy

Due to the nomination of the current Treasurer to another UCR Board position, we're looking for a member to handle the financial affairs of our club. The role involves the presentation of monthly financial statements and Treasurer's Reports to the Board, as well as liaison with Chairs responsible for the budgets, income and expenses of their events.

In recent years we have refined our financial reporting through the use of QuickBooks and well-structured processes

that have made our financial management significantly easier and clearer.

If you have a background in finance, or know of another member who does, please contact current Treasurer, Michael Pohlmann, to learn more about this role.

Mike Bryan, President
Porsche Club of America
Upper Canada Region



EASTERN SHORES FUN RUN

No dampened spirits despite the Rain

Story by Neil Dowdell, UCR Member Photos by Larry Funnell, UCR Member

Anne and David Forbes deserve a great round of applause for their running of the Eastern Shores Fun Run this year. A modification of the Hearth Place run; it took us along the gloriously winding Lake Ontario shoreline past small port towns, beautiful vineyards and thru to the town of Cobourg where we enjoyed a marvelous lunch at 92 King. The restaurant was reserved for UCR and a special menu was printed including our logo. Exiting the restaurant into Cobourg's street festival we were greeted by the pitter-

patter of raindrops that rapidly increased into a torrent, which made things interesting as our twenty-two P-cars wound their way back to Hearth Place in Oshawa. Irena Kropman and the wonderful ladies from Hearth Place had prepared a light "snack" for us, which we indulged in as we told stories about the Hearth Place children and the purpose of Hearth Place as a cancer support centre. As the day wound down we again thanked the staff and especially Anne and David for both a great fun run and their continued support of such a special place.





COBBLE BEACH CONCOURS D'ELEGANCE

The 4th Anniversary event!

Story and photos by Michael A Coates, UCR Club photographer

The Cobble Beach Concours d'Elegance takes place during the last days of summer. It is held at the Cobble Beach Golf Resort on the beautiful shores of Georgian Bay. 2016 was the 4th Anniversary.

I first became aware of the Cobble Beach Concours a couple of years ago at a special exhibition - 'Art and the Automobile' - at the Canadian International Auto Show, and was determined to one day visit the event. September 18th, 2016 was that day!

A three hour drive north along Highway 6 through the rolling hills of Ontario's farming country, passing several horse drawn carriages, and stopping at three Tim Horton's along the way, I was in Owen Sound. It was then I started to see the direction signs to the event. Free parking was available in a nearby field and shuttle buses running every 15 minutes were on hand.

The Cobble Beach Golf Resort is an ideal location for such an event, plus it was a perfect day. There was just the right balance of sun and cloud and a refreshing breeze drifted in off the bay. The setting, the weather, the cars and the costumes all contributed to the ambiance of the event. It really was a perfect day!

I have often thought I was born in the wrong era. I drool over anything 'Art Deco' and in particular, cars from that period. When I was young, I was always

told, "Look but don't touch!" This day was no different, but what a 'feast for the eyes', or to use the modern idiom, 'eye candy', even if I couldn't touch.

It was nice to see an Upper Canada Region booth as well as a line-up of members' cars including a 1986 911 Cabriolet, now owned by Delis Lus. This was the very same car seen in the TV series LA Law.



In the Concours there were four Porsche 356 models —two Coupes, a Roadster and a Cabriolet.

I wandered up and down the 18th fairway, which was the show ground, admiring the cars entered in the Concours. It was easy to lose track of time, but reality became clear, as it so often does, and it was time to head home. The line-up for the shuttle bus was not going to get shorter any time soon, but I couldn't leave without the obligatory souvenir T-shirt. Weather permitting, I think I shall wear it at the next

Upper Canada Region Concours d'Elegance.

The three hour drive home only included one Tim Horton's stop, plus a short wander along the Grand River Gorge in Fergus.

Until next year...



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THE 2016 BRACK CLASSIC HILLCLIMB

The roar of competition comes to Inglis Falls

Story and photos by By Doug Switzer, *Provinz* Art Director

I had really wanted to enter this event, but due to other commitments I couldn't. It was to be the resurrection of a once quite popular form of motorsport, the hillclimb. While still common and fashionable in Europe and the UK, for the most part, hillclimbs have fallen out of favour here in North America with a few big-time exceptions like Pikes Peak and Mt. Olympus. I don't know when the last event was held in Canada, but the days of the raucous runs up Rattlesnake Point are long gone and almost forgotten. Bob DeShane and Bill Brack had made arrangements to compete here at the Inglis Falls Conservation Area near Owen Sound in affiliation with the prestigious Cobble Beach Concours that was to be held nearby on the Sunday following the hillclimb.

Although I had other conflicting arrangements on this weekend, I did however, manage to pry myself away for a few hours to attend the preliminary functions and some of Saturday's competition.

Things started with a lot of promise and as I drove into the venue, trailers had already arrived, disgorging their contents and other competitors were either driv-

ing in or fettling with their cars in preparation for this inaugural event. The weatherman had forecast rain for the weekend but right now, late afternoon on the Friday before the actual competition, things looked pretty good.

I did the initial rounds within the appointed paddock area and met up with several old friends and acquaintances. Walt MacKay was there with his lovely Porsche 911 as were several folks from the UCR. The event host Bill Brack had arrived earlier and his "winningest Lotus" 59/69 was on display and appeared in fine form. Nearby the crew was unloading Steve Gidman's most impressive McLaren M8 from it's trailer as various other folks were milling about chatting, socializing and working on their cars. There was a diverse array of machinery, with various P-cars and everything from all-out racecars, vintage MG's, Morgans, musclecars and veritable hot-rods to a wild, salt flat record-holding Volkswagen and even a few motorcycles that were to take part. An eclectic collection to say the least! There was a great, informal atmosphere for this first event and a few folks (me included) had answered the organizer's request to wear period-style dress. I must admit, however, my tweed jacket and cap

had to come off in the warmth and sunshine of this very summer-like day!

After the general registration and preliminary gathering, arrangements had been made to drive all the competing vehicles to a central location in downtown Owen Sound for a bit of a public street party and display. The sound and look of some full-on competition cars such as the McLaren M8, Lotus 57 and even Pete Viccary's vintage Kelly Formula Vee rumbling along the public roads was a sight to behold! From the comments I was hearing, the locals were absolutely enamoured by it all and thought this kind of thing was just what the town needed to rejuvenate itself. This is a very good omen for future competitions! While socializing with the crowd, I noticed there were now several more folks in period costume so it really looked like people were getting into the swing of things, again—a lot of promise for the future! After a very enjoyable dinner in one of the lovely local eateries, my group headed off to our "base" in Sauble Beach to enjoy the rest of the evening with some friends and wine.

The next day dawned with some somber drizzling weather and at times, a soaking rain. I wasn't sure how this would play out for the actual competition, but we made our way over to Inglis Falls to take it all in anyway. Upon arrival we saw spirits were only slightly dampened as a fairly big crowd had shown up and the day's events were going on as planned! Now that's the spirit! Even The local Fire Department and Rescue crews got into the swing of things and took a recon run up the "hill" in their somewhat overloaded golf-cart!

The paddock crews mustered the cars and shuffled them over in turn to Starter Ken Mason who, once he received the "all clear" by radio from the top, sent each competitor of in a flurry of spray, wheel-spin, tire-screaming and sometimes loud, revving, thunderous noise. Glorious! This is what grassroots motorsport is really all about. People enjoying their vehicles in a safe and controlled but casual competitive event with great atmosphere and good camaraderie.

I'll be putting this event on my calendar for next year and if I can swing it, I may even compete!



FALL COASTAL RAMBLE: THE SALMON RUN



By Elliot Adler, UCR Member

After such a long hot summer, it came as a bit of a surprise to step outside at 6am and find my trusty 944 covered in frost. But with coffee in hand and heater on full, I and twenty-five others set off toward Porsche's new Canadian headquarters for a drive that would prove even more exciting than what organizers Randy & Michelle Gananathan had prepared us for.

After the morning briefing and some collective gazing at David Tipton's 914 'Bumble Bee,' the group rambled off toward Port Hope. Unseasonably warm water temperatures meant that the salmon had yet to begin migrating upriver en masse, but there were still an eager few trying to get up. Randy had something else up his sleeve, however, and from here the group raced on to its first surprise – a visit to the UCR Driver's Education folks at (ahem) Mosport!

For a group of track novices, running a few touring laps behind 'Super Dave' was a fantastic opportunity. With explanations from Dave along the way, the run offered a lot of perspective on many of the challenging features of the track – and how skilled drivers can use them to their advantage. The course's undulating terrain was perhaps the most notable of these, as we experienced on the downward slope that leads into the steep incline at turn 5. Dave articulated how gravity could be harnessed for acceleration and deceleration, pulling a skilled driver ahead at full throttle before compounding their braking force as they climb into the 90 degree corner. As a new member who has dreamt of hitting the track since childhood, this experience has only deepened my enthusiasm



for the DE events to come next year. Tire budget permitting, of course.

After clearing the track and letting the DE guys get back to making noise, the convoy carried on toward Picton. Following a variety of scenic country and twisty lakeshore roads, we proceeded to the Sandbanks Estate Winery for an insightful tour of the vineyard and the winemaking process during their annual Harvest Festival. We each enjoyed sampling a variety of Sandbanks'



delightful wines, and even sampled freshly crushed grape juice from the day's harvest. Almost everybody purchased a bottle or two!

As if this wasn't enough, however, Randy and Michelle finally revealed why they had brought their Cayenne instead of the 964. Luring us to the back of the car with apparent concern for all the bugs our cars were likely to pick up on the journey home, Randy presented each of us with a bottle of Tequipment insect remover. Then, surpassing everyone's expectations with another act of generosity, the Gananathans presented each of us with a pair of their own wines for us to enjoy at home! Though I'm not sure what occasion I will end up cracking my bottles open for, I look forward to the stories I will get to share when I do!

The journey concluded with a quiet drive and peaceful dinner overlooking the water at the Picton Golf and Country Club. After twelve hours of scenic roads, jumping salmon, track time, and those exhaust notes



that give you a warm fuzzy feeling, we all fueled up and parted ways. The pleasant autumn weather that was better than any of us could have hoped for, and many of us relished the opportunity to put the tops down without either roasting or freezing. Though Randy may have been disappointed that the salmon had yet to start running en masse and the colours to peak, we had a fantastic group of people come out for some great company along some wonderful roads!



BACKFIRE: Member Feedback

By Randy Gananathan, *Provinz* Editor

Some participants thoughts on the Salmon Run...

Hi! We just arrived home from our marvelous trip! We can't thank you and your "team" enough for all the work in organizing the eventful day.

The surprise trip to the track was amazing. Brought back lots of great memories for Ray—but he certainly never thought he would be driving the track in his Porsche. That's for sure.

We stayed overnight in Belleville and followed Old Hwy 2 and stopped in downtown Port Hope to see the salmon. There were hundreds in the pools and the fishermen were shoulder to shoulder. We were amazed watching the salmon attempt the rapids and the rocks. Truly a wonderful sight! We

noted as well that there was more colour on the trees today.

Randy, the day was spectacular and unforgettable for us on so many levels.

Thank you for the bottles of wine. It was very thoughtful—we love the label!

We look forward to another adventure with you in the future, and wish you all the very best.

Ray and Jo



continued on page 22...

BACKFIRE: Salmon Run feedback...continued from page 21.

Thanks again to you and Michelle for a great day Randy! The colours we did see were wonderful. The winery is a long drive, but it is a beautiful property and the staff was over the top! They made us feel very welcome and very special. The track was a great experience. We can't wait to sign up for a beginners class.
Rick and Lizann

Thanks Randy. You did a great job!
Wally

Hi Randy. Thank you again for a great day. It was such a thrill to go to the racetrack and a greater thrill to go on it. We were sorry to not have continued but when our gps said it was 81 km to the winery we thought it was too much to add onto our drive back. You did such a wonderful job arranging the



day. We appreciate the effort and detail you put into it. See you at the next event.
Bev & Will

Hi Randy
Thank you to you and your family for an excellent day!
Jon Dunski
UltraRay Group

Hey Randy, we really had a great day. The route was quite scenic. We got to see the salmon unfortunately they weren't running, but the part I enjoyed was the track. We really didn't want to leave early, but I was having trouble with my battery and I didn't want to burden anybody with getting a boost. So again, thanks to everyone and especially you, Randy. Sincerely David and Carrie



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COUP DE FEU

...the repeating sound of gunfire...

By Jack Christie, former UCR member Edited and introduced by Dan Bryan

In September's "The Way We Were" column, John Adam noted that exactly 20 years ago, Provinz published a feature by Jack Christie about a memorable trip Jack had once taken to the south of France. John remarked—not for the first time, either—that the story should be republished someday. So, for those of us who missed it in 1996 and for long-time members who'd like to read it again, we're happy to share Jack's "Coup de Feu" tale with you now.

Almost 30 years have now passed since Jack's November 1988 trip, so I've added a "Where are they now?" update at the end. Many thanks go to Jack Christie, Franz Chwojka, and the Hostellerie Bérard in France for sparing some time recently to help make this possible. And of course thanks go to John for the rerun suggestion and to Jack for originally sharing the story. Enjoy!

As Director of Porsche Motorsport Canada, one of my responsibilities was to work together with Pirelli to develop the best possible tire for Rothmans Porsche Turbo Cup competition. In order to do so, testing was done in Europe, close enough to the Pirelli factory that we could work hand in hand with their engineering department as testing progressed. The closest track available was Circuit Paul Ricard, in the south of France.

A Turbo Cup car was arranged to be shipped from Paris to Paul Ricard by the organizers of the local French version of the series—and I chose two of our Canadian Turbo Cup drivers, Richard Laporte and Jacques Bienvenue, to take along as test drivers. It was also

decided that we should take along our own mechanic for suspension setup and to attend to any problems. In order not to compromise the test in any manner, it was important that I chose a mechanic who was not only familiar with 944 Turbo Cup cars and race setups, but one who also had a wealth of experience and expertise with Porsches in general. I chose Franz Chwojka, who in recent years had won our Turbo Cup Top Mechanic award and placed first in Porsche Canada's mechanics' competition. Franz now operates his own service shop, Auto Select Repair, in Newmarket.

We arrived at Paul Ricard and met up with the Pirelli engineers. They'd brought along 24 sets of tires of various compounds—and a complete mobile laboratory. The French Turbo Cup car left much to be desired and Franz had to rebuild it overnight with borrowed tools



as his toolbox had been sent in error to London, by Air Canada.

The testing programme went very well over the next few days and we zeroed in on a compound for a Pirelli racing slick that provided the best balance of durability and control adhesion. On the last day, we were joined by two engineers from the Porsche factory who'd brought along a set of Dunlops, the spec tire used in French and German Turbo Cup competition. This brand comparison was instrumental in Porsche's decision to switch to Pirelli for the new 964-based Carrera Cup series that was to start in Europe in 1990.

However, the testing programme we did at Circuit Paul Ricard is not the reason for this story—rather, I want to share with you my other unforgettable experience on this trip.

After arriving on the flight to Marseilles, we rented a car and drove about 45 minutes east to the medieval village of La Cadière-d'Azur, nestled high up on a hill, overlooking an expanse of Bandol vineyards in the valley below. We'd booked at an exquisite little family-owned inn called L'Hostellerie Bérard—where the rooms were neat and spotless, the staff friendly, and the food and wine absolutely magnifique! About ten miles away, beyond the next ridge and similarly perched village of Le Castellet, lay the famous Paul Ricard track.

It was late on a cool fall night by the time we found the hotel—so after the long flight, we were anxious to get to our beds. One by one, we were shown to our rooms. As we came to the one that I was to occupy, I noticed that it was not designated by a room number, as they usually are, but instead had a small ceramic plaque by the door. The plaque displayed what appeared to be a burst of flames surrounded by intertwined vines. Beneath the illustration was the inscription, "Coup de feu".

We were up early the next morning. As I swung open the window shutters, I was struck breathless by the view



Coup de Feu - at the Hostellerie Bérard. Photo courtesy of Hostellerie Bérard

before me. A huge red sun was rising over the far-off hills, slowly burning off the rising morning mist to reveal a patchwork quilt of small vineyards and a maze of roads in the valley below. A church bell rang in the distance, its sound repeating off surrounding hills. For a few moments, I was mesmerized.

That evening, as we gathered in the lobby for dinner, I noticed over the mantle a large photograph of the Ferrari Formula 1 team. Madame Bérard, the owner of the inn, explained to us that when the F1 series came to Paul Ricard, or if they were there testing, the Ferrari team booked the whole inn. She then proudly brought out a large photo album containing pictures of Ferrari drivers from the 1930s to the present day. Flipping through the pages, she stopped and admired a photo of Gilles Villeneuve. Her eyes welled up as she related to me her fond memories of the Canadian, his closeness with the town and its inhabitants—and their deep sorrow upon his sudden death (at Zolder, in 1982).

The photograph of Gilles had several lines of a personal message to Madame Bérard scrawled diagonally across the bottom, Gilles' signature, and the words

continued on page 38...



The bar at the Hostellerie Bérard Photo by Guillaume W. on TripAdvisor

2016 SHOW & SHINE AT TORONTO OKTOBERFEST

Presented by Great Circle Air Charter

Story and photos by Richard Shepard, Porsche Enthusiast & Past UCR Webmaster

What could be more German than good food, better beer, great friends, and fantastic Porsches? This is the question that we set to find out at the Oktoberfest Toronto on October 1, 2016 presented by Great Circle Air Charter.

Having Great Circle Air Charter sponsor the Show 'N Shine at Oktoberfest this year seemed like a natural fit. Great Circle Air Charter is being run by people who have a common interest in Porsche cars and have been involved in the Porsche Club for many years.

Watching the bad weather being forecasted for the weekend all week leading up to the event was pretty difficult, especially with the fantastic dry summer

we had. Why were they calling for rain on the same day as the event? With rain forecasted the day before and the day after, it was pretty likely to actually rain on the Saturday.

All 30 of pre-registration slots were filled and people really wanted to come down to the venue to show off their Porsches. We could not let them down just because of some rain in the forecast.

Waking up on Saturday morning proved our fears to be true. It was pouring down rain. With no possibility of a rain date the event volunteer team soldiered on and went down to the Ontario Place parking lot where there was a large Festhalle tent set up like a true Munich Oktoberfest Hall. By the time

it was time to start staging cars the rain slowed down and there were periods where it stopped briefly.

A couple of cars showed up early while it was still raining, these brave people tried to keep their cars as clean as possible and even wiped their cars dry between showers, in the true spirit of displaying the best. We joked Shower 'N Shine! As the morning progressed, the rain stopped and the sky started to clear a little bit, more and more cars kept coming in. These people proved their cars are not made of sugar and they are meant to be enjoyed, no matter the weather conditions. One car came all the way from Sudbury and another from Kingston turned back half way unsure if the event would go ahead.

In the tent there were over 1,000+ people enjoying food, drink, music, and laughter. There were many different music styles, bands, and dance performances.



Some of the songs and the dances were more traditional than others. If you ask any German they will tell you that the Chicken Dance song is not German. There were reserved tables for Porsche owners, which was appreciated since the tent was packed. It also allowed us to keep together and have a chance to catch up with old friends and make new ones.

Outside the tent the spectators got to try their luck with midway games, beer keg bowling, and beer keg races. If you have never tried to roll a beer keg around an obstacle course as quickly as possible you would be amazed at how much skill it takes.

Also outside were the cars on display. Everyone that brought a car was allowed to participate in the peer judging and vote on the cars on display. From their votes we determined the First, Second, and Third place winners. All spectators at the Oktoberfest were able to vote on their favorite car on display for the People's Choice award. There was a solid amount of traffic of people who braved the cold to look at the cars. There were lots of questions about them and

continued on page 40...



MUSKOKA FALL FUN RUN



Story and photos by Larry Funnell, UCR Member

The forecast for the Muskoka Fall Fun Run was not promising a few days ahead of the event. The night before suggested rain and when I woke up the morning of October 2nd, it was a dreary day with a persistent mist. However, Porsche's are "meant to be driven" and I didn't buy my Boxster as a fair weather car, so off I headed. Misting on and off all the way up to Orillia, I arrived at the gathering point north of Orillia to find the weather had started to clear. No sign of water on the ground. A total of 24 cars showed up with our host commenting that everyone who had committed to coming had made it. This could be a testament to the roads and well-run events David and Anne Forbes host. Milling about before hand, we discussed our cars, DE and Fun Runs. A couple, having just joined the club after purchasing their first Porsche in early summer, joined us for their first fun run. She was pleasantly surprised to see so many women along, expecting it to be predominately male. We even had a little girl squeezed into the rear seat of a 911.

At the kickoff briefing David told us the forecast was for nice weather and that the colours were indeed starting to change in Muskoka. Just before 10:30am we headed out, pulling onto Highway 11 trying to keep the group together so nobody would miss the first turn. This was critical as the next turn to catch up was miles up the road, and would mean missing some of

the greatest roads in Ontario. Once off the highway the colours started to appear: splashes of reds, oranges and yellow mixed in with the still mainly green trees. Given the extended warm weather, this was an unexpected bonus. As we pulled onto this country road, my smile grew wider seeing the snaky road sign, indicating 33 km of curves ahead. Mix in elevation changes with tight corners and limited straights; the road is a delight to drive. It requires acceleration, braking and turning, while presenting more than a few rough spots to try to dodge; a price we were more than willing to pay. Some of us slowed considerably approaching a stop sign halfway through the run up to Bala, lowering our tops to enjoy the unexpectedly nice weather. Once we reached Bala the roads smoothed out both in tightness of the turns and quality of pavement. Going through Bala the group got split up by a construction traffic light that seemed heavily weighted to traffic coming the other way. Fortunately, the directions were good (I cheated and put the next stop in the GPS), and the group rejoined just before Rosseau. The run from 118 up to Rosseau is another great drive although David had warned us there were 4 or 5 sections of culvert work with 4' wide sections of gravel to drive over. The road was well worth it though. Just north of Port Sandfield, where there is a single-lane bridge over the connection between Lakes Rosseau and Joseph, we saw a group of wild turkeys. I braked,

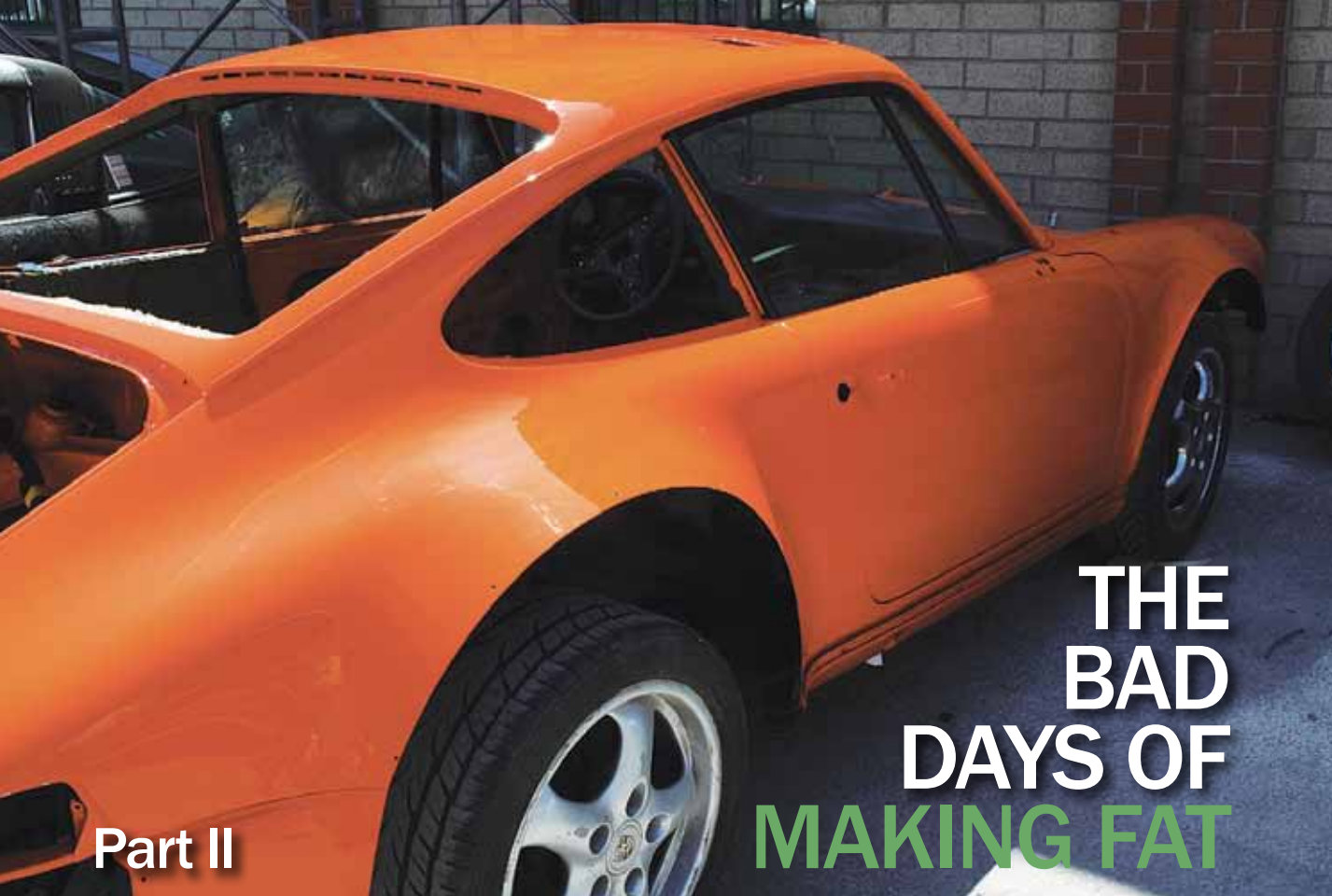
fearful of the mess one of these large birds would make of the front of my Boxster, while someone else thought 'Thanksgiving Dinner'.

Lunch was at The Crossroads in Rosseau. It was a lovely buffet laid out on the patio. Most people ate inside since it was a bit cool for sitting and eating outdoors. After lunch we spent time chatting about cars then dropped down to the boat launch area for some group photos. This was a beautiful spot overlooking the water. The trees along the shore were starting to change colour making for a very picturesque setting. Porsche owners also seem to like nice cameras, since lots of us were taking pictures of our cars and the people.

The afternoon run was a romp along Route 141 towards Bracebridge. At times we hugged the shore with rock on one side and water two feet below the road on the other. There were even signs "Beware of Water on the Road". Turning south, we ran

continued on page 35...





Part II

THE BAD DAYS OF MAKING FAT

Story and photos by Jay Lloyds, UCR Member



Continuing at the point where I left off last month. At this stage I am totally committed to my 934 build, I can no longer undo what I have done without a heap of work along with insurmountable mind-blowing headaches.

The flare extensions took some serious shaping and without the use of Digital Reading equipment I had to go old school. I had the luxury of the trusty old, foam, balsa-wood, resins and quite a few square meters of various fibre cloth, a saw, knife and tape measure to try to mirror each side as though they both came out of the same mould but in negative. When making body panels mirrored, it is really tough to do but at the end of the day you can only do what you can do. For me it had to look next to “perfect” from every angle, no exceptions. When I was making body panels for the 934, 935, RSR and other race cars in the 70s and the 80s we didn’t concern ourselves with aesthetics so much, in most races we nearly always finished with scars or worse, so the fitment wasn’t so important which was the same attitude the “Werks” Team adopted. Things changed on the 911’s once the cars were going so fast that the

aerodynamics were seriously compromised if the panels didn’t fit like a glove.

Matching the front and rear apron so they would match up perfectly with each fender extension took some serious work and after finally locating original rubber beading from VW, everything else just fell into place. Finding the correct button-head bolts in black with a tapered rounded edge was proving a little bit of a challenge, they had to blend in with all the fender extensions and to look as good as the Werks 934. After a few conversations with my contacts at Wurth, a solution was found. The problem with them was the way they are manufactured that gives way to the possibility that they could rust and corrode even with the coating they came with. I couldn’t get them in black stainless so I came up with a solution which was to drill out an alloy sheet with enough holes to hold all the bolts for a one time shot, the treatment that worked was to get them all “cherry red” hot a few times over, quenching them was not necessary but as the bolts cooled down during the third phase, I doused them with high temp paint, once cooled I ran the gas axe over them one last time which

helped with the curing of the thinners in the paint. It worked perfectly. They have been in place coming on four years and still no signs of rust, but having an allen-head centre left them vulnerable to collecting and soaking in water and no matter what kind of bolts you use there will always have some sort of corrosion. The fix, I will tell you in the next and final installment of the rebuild story. After the tiresome and repetitious body modifications came to an end the rest of the 930 was dismantled and sent for paint. Jack, at Newlife Autobody, who happens to be one of the best in the business has done all my painting projects and the paint for my customers for the last 14 years. Unsure exactly what colour I should go with it came down to four choices, Gulf Blue with Orange stripe, Gulf Orange with Blue stripe,

continued on page 32...



BAD 934...continued from page 31.

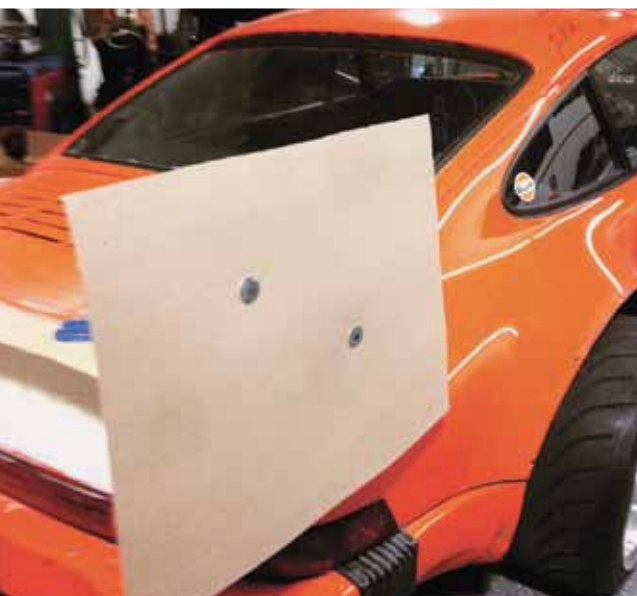
Signal Yellow and being one of the original colours on the RS and RSRs it was right up there for 1st choice or go with the always awesome Jaegermeister Orange? Jack painted four sample cards, it was quickly obvious as to what colour to go with. How can you possibly turn down the “Jaeger” Farbe? it was the most perfect colour and matched the 934’s back in those never-forgotten years. The Kremer Team always campaigned a Jaegermeister Sponsored Porsche all the way through to the 956/962’s. Just as a footnote to this story, the “Herbal Shot” makers also sponsored Ford Capri’s, BMW’s, Mercedes, Ferrari and even motorcycles, they were the “Red Bull” of their time. Wanting to satisfy my curiosity and to quash my seriously twitching nerves I went to the paint shop for a final inspection. I was totally knocked-out as the once dark brown 930 resembled nothing like the way it was the day it departed Zuffenhausen, it was absolutely stunning and now the 930 was heading back to my shop for its final phase.

During the process of finishing the paint I had to plot a solution in regards to what engine I would build, I could reuse the original 3.3-liter, which I still have or build a 3.6-liter 964 engine and turbocharge it. I decided the 964 option was the way to go, I used the original crank and block, the cylinders, the heads and the intake manifold, but all had to be modified to handle the power of the boosted intake pressures. I have my own Cam Profiles and do all my own cuts on the valve seats and with the 964 heads already fitted out as a twin plug my work was made easier for me. I do calculate compression ratio with most of the engines I build and CC’ing the heads is very important for well balanced combustion chambers, all done with a measuring burette whilst not forgetting



to do a full port and polish on the intake ports, you can not touch the 964 exhaust ports as they are Porcelain Coated and can not be modified, for all other engines this is not an issue. I use JE pistons which are great for any engine, though the only down side to using the JE manufactured pistons is they can be quite noisy particularly during warm up. Their calculated expansion on an Aircooled engine is taken into account during the manufacturing process, JE uses slightly different alloys than the original Mahle Pistons so expansion rates are different. Building and modifying any Porsche engine is a long process and is extremely enjoyable if done correctly, but if you get it wrong it can become a terrifying and expensive exercise with the distinct possibility of pissing-off your Spouse with you probably sleeping in the garage, so be careful. The pay-off to a job like this is you will truly have the Porsche of your dreams, anybody can buy a new Porsche but not everybody can build one to their exact needs.

Next month will be the final and completion of this 934 tribute Car.



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MUSKOKA FALL FUN RUN ...continued from page 29

through Bracebridge and down Route 17, another winding, hilly piece of paradise. Arriving at Sawdust City Brewing Company we climbed out of our cars marveling at the roads. The lady who was worried about being the only female informed us "I've never had as much fun in a car" and marveled at the pleasure that can be had in a Porsche on great roads. She was amazed at the acceleration, saying she didn't think we would be going that fast (all within limits of course). Entering the brewery, we swapped stories about the drive today, our history with our cars, Drivers Ed (one of the guys had just come off a session the weekend before, saying it gave him a lot of confidence on the roads) and generally getting to know one another. Around four o'clock we broke up and went our separate ways, some heading elsewhere in the Muskoka's, but most of us heading south after a wonderful day on the road.



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TRACKTALK



Photo by Michael A. Coates, UCR Photographer

By Dave Osborne, UCR Track Chair



While I often mention the over use of electronic wizardry that manufacturers stuff into newer cars, there is one piece of electronic magic that has

changed the way we deal with cars in previously unimagined ways. That's the internet. Years ago we relied on dealers to give us all of our information on current and upcoming models. We would have to trust their altruism when it came to our car's value and believe that we were plunking down our hard earned deposit on some brilliant future model.

The Internet has changed the way that information is disseminated to the average Porsche owner. We are some of the most informed vehicle owners in history. Our club was founded on the need for owners to share information about our quirky little cars and now anyone can glean that information at the push of a button. It's changed the way many of us buy our cars as well as the way that we fix them.

It's easy now to determine the value of your used car by searching for similar ones that are available. It's easy to find a particular model that you're fond of and can even receive alerts when one becomes available. If you're in the market for a used car you can buy one from anywhere on the planet and have it delivered to your door. For example, my car came from Sacramento California and Jason's came from Reno Nevada. Tim bought his in Ontario, so it gets lighter every year as

parts rust and fall off of it.

Just ten years ago dealers said that if you bought your car for less money in the States that they wouldn't do warranty service on it. Now they advertise sending your used car to the states to benefit from the dollar exchange. It's funny how they changed their tune when the exchange benefits them. It's not just buying and selling cars that the Internet has changed. It's also their maintenance and repair.

There used to be one person in most families who was handy with a wrench. That's the friend or relative that listened to the odd noise coming from under the hood and guessed at the cause. They had a set of tools and weren't afraid to use them on anything they didn't have to pay for. Now your friend is called YouTube and knows everything. Your friend YouTube can tell you the most common problems with your make and model. What tools you need to fix it and give you step-by-step instructions on how to do brain surgery yourself. Sometimes YouTube has too much information provided by wannabe experts, so you have to be careful about that.

I recently looked at videos on how to pull a 951 engine. It included a portion where the frustrated guy used a reciprocating saw to cut the drive shaft yoke off, because he couldn't get the torque tube apart. I think I would skip that step, since the idea is to use the car again when I'm finished.

If you can weed out the bad advice though, you can fix just about anything. If something on your car fails, then that issue has probably presented itself to someone

else. Learning from someone else's mistakes is an economical way to repair things.

The reason that I mention all this is that it's almost project time. The season when you do less driving and decide what you need to do before next spring to perfect your ride. I'm a true believer that you will get more out of your car if you understand and participate in its care. Most people would agree that our children turn out better if we participate in their upbringing rather than sending them off to boarding school. The relationship with your favorite car is much the same.

I'm not suggesting that you dive in and change your main bearings if you've never worked on a car before. However you can start small, by changing your own oil. Replacing your own brake pads. Checking your tire inflation often is a great start to getting to know your car. Throw caution to the wind and buy those new wiper blades you never remember until it's raining. The more you know about how your car works is the better you will interact with it. I call it "mechanical sympathy". If you know how it works, you'll know how to get the most out of it.

Now that the Track Season is over, try and find a car project that you're comfortable doing and get to know it better. You'll be rewarded with a sense of accomplishment and lower maintenance bills. You and the internet can fix anything!



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She went on to explain that around a decade previous, early one evening on the day of a Ferrari test session at Paul Ricard, the villagers heard what seemed to be the repeating sound of gunfire—and then, looking down into the valley below, they saw intermittent flashes of flame, snaking through the dusk towards them. As the bursts of flame got closer and then started the criss-



Above: The Bedard Family today. Photo courtesy of Hostellerie Bérard
Below Left: Pages from the original article in *Provinz*.



Below Right: Inductees into the Canadian Motorsport Hall of Fame, Jack Christie is front left. Photo Courtesy of Canadian Motorsport Hall of Fame.



cross rise up the hill, the sound was recognized as that of a Ferrari, redlining in each gear, backfiring on the lifts, its tires screaming around the zigzags and hairpins.

Finally, a red Berlinetta Boxer burst sideways onto the village's cobblestoned main street—and most of the inhabitants watched in awe as the car flew up the narrow road and then abruptly skidded to a halt, in front of the inn. Out jumped a small, smiling figure. Gilles had just introduced himself to La Cadière!

This sound spectacular was, she said, subsequently repeated on every day of every Ferrari visit to Paul Ricard. Upon the signal of the “gunfire” from the valley, the villagers would line the main street and cheer wildly as Gilles approached—Gilles always trying to outdo his previous performances, of course, regardless of his day’s result at the local track.

Over the years, Gilles came to consider many of the villagers as personal friends, and likewise, they considered him with great fondness as one of their own—a village son.

And, as these things happen, the nickname conferred upon Gilles as a result of that first audacious introduction, the name the villagers came to call him by, is today in La Cadière-d'Azur first spoken with a smile—and then, a reflective pause. Coup de Feu... “Gunfire”.



Where are they now?

Jack Christie now 76, retired from Porsche Motorsport Canada in 1992 and from his motorsports management consultancy “four or five years ago”, having managed, mentored and advised many of the top names in Canadian racing over the previous 30+ years. Jack was inducted into the Canadian Motorsport Hall of Fame in 2007 for his many, many, contributions to the sport (see <http://cmhf.ca/jack-christie>). And though he’s sold off all of the various Porsches he’s owned over the years, he’s happy to report that his son currently drives a Porsche—and that it is serviced by his old pal, Franz Chwojka, with whom Jack has always maintained regular contact.



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SKI DAY'S COMING!

By Don Lewtas, UCR Member

The PCAUCR Ski Day for this winter is set for Friday March 3, 2017 at the beautiful Osler Bluff Ski Club just south of Collingwood. The Ski Days in past years had strong participation with spectacular weather and snow conditions as shown in the accompanying pictures. We hope you can join us.

This private ski club is about a two hour drive from Toronto and provides some of the best skiing in the area with twenty trails for skiers and boarders of all ability levels. The exclusive club environment and high speed lifts maximize your time on the hill and skiing enjoyment. The high elevation provides spectacular vistas of the surrounding area.

The day is open to UCR members, their family members and a limited number of guests they may wish to bring. The

lift ticket cost for the day is unchanged from last year at \$80.00 per person and will be payable to Osler Ski Club on the day in cash or by credit card. If your ski equipment is no longer up to speed, Squire John's Ski Shop at the Club provides rentals of skis, boots, snowboards and helmets with easy prior arrangements. If there are those in your group that don't ski, there are many other activities. The Ski Club has snowshoe trails (equipment rental at Squire Johns) or you can be pampered at the nearby Scandinave Spa Blue Mountain a five minute drive away. Shopping and art galleries are close by at The Village at Blue Mountain and historic downtown Collingwood. After the day on the hill there will be an après-ski

wine and cheese at a nearby chalet. Registration is only via ClubRegistration.net. Your host for the day is Don Lewtas and can be reached at dlewtas@gmail.com with any questions.



Photos by Hazel de Burgh

OKTOBERFEST...continued from page 27.

everyone appeared to pick out their favorites quickly.

There were lots of memorable moments. A four piece roving tuba band stopped to play in front the earliest model car and one of latest model cars which were parked side by side. It was a great experience.

In an unusual turn of events, each award went to a

different car. Typically, the judges and the people are usually in sync and choose the same car. Not so this time around. It goes to show that everyone has different tastes. The good thing this that there are so many Porsche models to choose from.

Congratulations to our winners!



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PERIPHERAL VISION

By John Adam, UCR Historian



Reviewing 2016... and looking ahead

We attended Parade in Vermont this year. Last year, our designated driver broke her arm and so event cancellation was the order of the day/week/summer. Next year, Parade is in Washington State and we are looking forward to flying to the west coast and touring the area wineries.

DE Chair, Super Dave Osborne, has asked the track team if they would serve again next year. Answers came back at the speed of light. Yup, we will be back. What's not to like about being on the cohesive team that puts on our excellent driver education program. Not a participant? The loss is yours. At each event, several on the DE team show up just to work – they don't drive, except perhaps in students' cars. How's that for commitment?

Not to forget the very successful fun runs that fill up quickly; the autocross series that has its devotees and monthly socials for those that just want to meet and eat.

Oh yes, and remember the track rides for the handicapped and their caregivers. Those riders can bring seasoned track drivers to tears. I think that we provide about 450 rides in one morning. It's the best thing that we ever did!

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

Now that the P-car is set to have a restful winter, we are off to Cuba and Europe before Christmas. Further on, we have not made any winter plans but will likely go back to seeking southern sunshine a couple of times. Sell-off opportunities to sunshine spots are always at hand and we are lucky to have the time available. Can you tell that we dislike Canadian winter?

We hope that you are enjoying the onset of winter and are planning a few 2017 PCA activities.



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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 rdgananathan@gmail.com and tell me about the car you have in mind. I look forward to hearing from you!

Randy Gananathan
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Treasurer
Michael Pohlmann
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705 796-0930
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Secretary
Foster Zanutto
905 892-8424
fjzanutto@gmail.com

Directors
Gregory Sachs
905 569-5542
g.sachs@sympatico.ca

Hazel de Burgh
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Mark Holman
416 881-5894
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Peter Oakes
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VOLUNTEERS

Historian
John Adam
416 Isabella Ave.
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905 270-2991
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Advertising Sales
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DE Registrar
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Fun Run Chair
Hazel de Burgh
C:416 558-2929
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Angie & Mark Herring
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Membership Retention
Ken Jensen
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Open House
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Rally Chair
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905 567-8466
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Street Survival School
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Hazel de Burgh
hazel.deburgh@gmail.com

Technical Advisor
Professor Tom Brown
416 289-5000 Ext. 7301
acwhiz@aol.com

Track Chair
Dave Osborne
1066 Gardiners Rd.
Kingston, ON K7P 1R7
P: 613 384-7077
csracing@kos.net

UCR Newsletter – Provinz & Social Media Editors
www.facebook.com/pcaucr.org
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Randy Gananathan
Editor-in-Chief
905-780-9670
editor@pcaucr.org

Derek Cheung
Associate/Media Editor
derekmkcheung@gmail.com

Webmaster
Ken Jensen
webmaster@pcaucr.org
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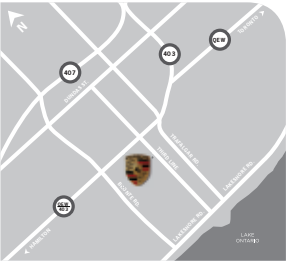
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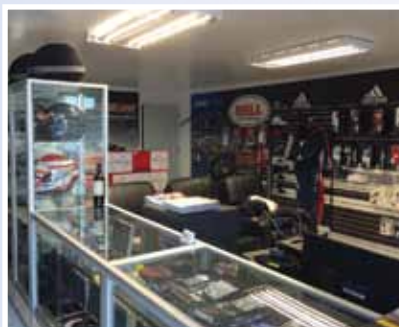
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