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THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA • VOL.40 No.403



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

Volume 40, Issue Number 403 • October 2016



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Cover: Photo by
Michael A. Coates, UCR Club
Photographer. See story
on page 24.



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PRESIDENT'S FORUM



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

It's that time of year again when we set about mixing some new blood with the old as we head into election time for the 2017 UCR Board that takes office on December 1st. In the interests of succession planning it's good to see a mix of experience and length of service, as well as two new names on the slate proposed by the Nominating Committee. In recent years the Board has been well supported with members strong in financial management and this has paid off in terms of how far we've come in developing process, transparency and a solid financial position for UCR. The years of heavy lifting have been done and as our current Treasurer, Michael Pohlmann, steps up for election to Vice President, we are looking for a new Treasurer. The role would suit a member with a background in finance and an interest in the club's activities. Contact me if you'd like to know more about what's involved or if you know another member I might approach.

You'll see the announcement elsewhere in this issue, but please note that our Annual General Meeting will be held immediately before our Monthly Social at the Islington Golf Club on November 8th. The AGM will include the election of the new Board.

With 150 members at CTMP for a typical Driver Ed weekend, the place always looks quite busy, but of course nothing like the scene at public racing weekends that attract thousands. So it was quite something to see the paddock teeming with cars, trailers, paraphernalia and the all drivers that had congregated for our UCR Club Race weekend in August. Apart from the lack of vendors, the paddock was full of the most impressive equipment and had the kind of buzz you feel at those large public events. Many of the 70 drivers were from UCR, but it was great to see others from Quebec and several US states. This turned out to be another superbly run UCR event thanks to Walter Murray's leadership with Mick Oliveira and Mike Edmonds, plus a sizeable team of organisers and even larger team of helpers over the weekend. It was a pleasure to be involved as one of the helpers and to enjoy what I call the "serious fun" of making things run like a well-oiled machine. The icing on the cake was the PCA Chief Steward's report that included statements such as "To the person, all of the volunteers understood their individual responsibilities and carried them out flawlessly" and "All that is missing to make this a premier PCA Club Racing event is more racers!"

I'm well aware that racing isn't for everyone. Indeed,

99% of UCR events and activities are focused on social and driving events of a different nature. However, let's not forget that the Porsches we drive owe much of their advanced technology, sheer capability and unique qualities to the company's racing success throughout its history. So it would be good to see more of our Driver Education participants getting their racing licence and become PCA racers. There are some great leaders among our members who have followed the path from UCR Driver Education to PCA Club Racing and on to GT3 Cup and GT4 Clubsport racing. At the Ultra 94 GT3 Cup Challenge weekend at CTMP in September. I was proud to watch no less than six UCR members in a field of 19 cars driving superbly and fearlessly, making impossible passes at unbelievable speeds. Congratulations to GT3 Cup racers Marco Cirone, Orey Fidani, Shaun McKaigue, Gerald Panneton, Tim Sanderson and GT4 Clubsport racer, Ilke Starck, for giving us thrills and for displaying such driving skills in their fabulous race cars. I should also add that we're proud of UCR members, Tiffany and Diezel Lodder, who are full-time IMSA race officials responsible for the smooth running of IMSA sanctioned races all over North America.

Recently, I used the UCR database to identify and contact our members who own a particular Porsche model. As one of the very few club members with access to the database, which I can assure you is fiercely protected to maintain your privacy, I was able to select the relevant members' email addresses, enter them as bcc's and send out my email. It wasn't long, though, before I received a surprising number of non-deliverable messages. When we communicate with all members through the PCA emailer, we don't see the individual delivery failures, but on this occasion I could see them. I was surprised to find that so many members are not able to receive our emails, possibly because they have changed their email address, but not updated their member profile on the PCA web site. So just a reminder to keep your membership profile up-to-date by visiting www.pca.org, logging in and editing it. As well as updating your email address, you can change or add your latest Porsche model, add a spouse, partner or friend as an Affiliate Member and review the record for accuracy. If you've lost your PCA web site password, just call PCA National Office at (410) 381-0911 for help.

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

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

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CONTACT UCR

Angie or Mark Herring at (905) 854-3332

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

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

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OCTOBER 2016

DRIVER'S SEAT



Randy D. Gananathan, Editor

Autumn, that most loveliest of seasons will soon be upon us when our neck of the woods, I mean most of Ontario will be ablaze with colour. But September has been unseasonably warm. Will the salmon jump up the fish ladder on Sunday, 25th during the Salmon Run and Fall Coastal Ramble or will there be much colour up north for the Muskoka Fall Colours Fun Run on October 1st? Nevertheless, *Provinz* features orange in its cover this month, courtesy of Jay Lloyds who graced our August Social with his lovely fat hipped beauty that club photographer Michael A. Coates couldn't resist studying from all angles.

Jay writes about this car that he built and cherishes, in a multi-part first person story on P24 that chronicles the joys, fears and love of labor it entails plus the good fortune one must have to be entitled to such pleasures when it comes to early air-cooled treasures these days.

Backfire notes that many enjoyed first person accounts of our hobby, so do please take time to write to us about your personal adventures finding, owning, restoring or racing as Kathleen Wong does on P26, bravely admitting her personal limitations in such a humble manner that speaks volumes for our next UCR presidential candidate, where unlike the other presidential race dominating media, we are blessed with a capable woman of a visible minority holding a PCA Racing License who brings dedication to the UCR board in past years plus every event she has organized for UCR such as our banquets and our biggest event, the 40th Anniversary Picnic.

October 29th is our 40th Anniversary Banquet, an event subsidized by UCR to encourage members to attend and was sold out last year, so go to your computers as soon as you read this Driver's Seat and register for the event. More details are found on P15.

Plan also to be at Islington Club for the UCR election on November 8th by 6pm before we begin the monthly social. More details about this meeting, board vacancies and current nominations are found on P10 & P19.

Step up to volunteer in 2017

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 | Member Meeting & 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 |
| Jul | 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 |
| Aug | 28-1 | Thu-Mon | Sound of Porsche's Tour |
| | 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 |
| Sep | 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 |
| | 6 | Tue | Board Meeting |
| Oct | 10 | Sat | Porsche of London Fall Fun Run |
| | 13 | Tue | Social - Porsche Centre Oakville |
| | 17 | Sat | Eastern ShoresFun Run |
| | 23 | Fri | Instructor Day |
| | 24-25 | Sat | Driver Education CTMP |
| Nov | 25 | Sun | The "Salmon Run" Fall Ramble |
| | 29-03 | Thu-Mon | Great Smoky Mountain Tour |
| | 1 | Sat | Muskoka Fall Colours Fun Run |
| | 1-2 | Sat/Sun | Nickelball Tour |
| | 2 | Sun | UCR Autocross |
| Dec | 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 |
| Jan | 1 | Tue | Board Meeting |
| | 8 | Tue | Social - Pfaff Auto |

Further details at: www.pcaucr.org

THE WAY WE WERE...

25 Years Ago

Six new advertisers meant that *Provinz* had to expand to 36 pages. President **Phil White** recognized the recipients of the Zone Reps Award, given to exceptional PCA members on an infrequent basis. The winners received their award at the 1991 Parade in Boston—they were **Angie** and **Mark Herring**—still doing what they do best. Other noteworthy Parade trophy winners included **Dave** and **Betty Pateman**, **Elizabeth** and **Allan Spivak**, **Botho von Bose**, **Mary Metcalfe** and **Rosemary Adam**. **Jack Webb** was shown as a new member. **Pirelli** were sponsors of our driver ed program and also the Awards Banquet. **Howard Dexter** wrote about Porsche's need to develop a newer racecar to follow the 962. **John Adam** had taken on the role of Zone 11 rep and was giving up his *Provinz* editorship. Nine nominees were available for five director positions. **Owen Sela** wrote about the untimely death of our UCR friend **Bill Cook**. **Bruce Farrow's** "Classic Porsches" featured vintage racing.

20 Years Ago

It was time to review the first UCR club race, with ample photos and story by **Rick Small**. Boxster sneak peaks were offered. Editor **Karl Thomson** was thrilled by the first place award for the previous year's edition of *Provinz*. **Jay Lloyds** was racing around the world and had just visited Le Mans. **Karl Thomson** was looking for a baby seat to fit a 944. There were eight candidates for 5 director positions.

Contributed by John Adam, UCR Historian



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NEW MEMBERS...Welcome!

| Name | Location | Model | Thanks To |
|------------------------------|---------------|----------------|-------------------|
| Masoud Akhavanbazaz | North York | 17-911 | Porsche of London |
| Patrick Amiel | Oakville | 16-Panamera | Downtown Porsche |
| Craig Angus | Dunrobin | 11-Cayenne S | |
| Tom Appleton | Oakville | 95-968 | Roger Stopford |
| Andrew Banfi | Mississauga | 02-911 T | |
| Simon Barkla | Oakville | 12-911 C | Downtown Porsche |
| Steve Beinschroth | Komoka | 17-718 Boxster | Porsche of London |
| Kevin Boyce | Oakville | 12-911 C | Downtown Porsche |
| Steven Calhoun | Chatham | 17-Macan | Porsche of London |
| Richard Caveduck | Toronto | 15-911 GTS | Downtown Porsche |
| Chuan Chen | London | 16-Macan T | Porsche of London |
| Brian Cole | Caledon | 06-Cayman S | |
| Richard Coughlin | Toronto | 88-944 S | |
| Mary Danial | Windsor | 17-Macan | Porsche of London |
| Jason Dunski & Anick Leclerc | Waterdown | 87-944 | Jon Dunski |
| Fadi Eweidah | Richmond Hill | 17-Macan GTS | Downtown Porsche |
| Faramarz Fallah | Toronto | 15-911 | Downtown Porsche |
| Erwin Gray & Felicia Lien | Toronto | 80-928 | |
| Anne Green | Toronto | 10-Cayenne S | Downtown Porsche |
| Mike Griffiths | Bowmanville | 16-Cayman GT4 | |
| Kevin Ha | Markham | 13-Panamera 4 | |
| Xi Hu | Markham | 17-Macan S | Downtown Porsche |
| Edin Isovic | London | 17-Macan | Porsche of London |
| Afzal Jessa | North York | 17-Macan GTS | Downtown Porsche |
| Alex Karayan | Beeton | 99-911 C4 | |
| Joshua Kaya | Toronto | 17-718 Boxster | Downtown Porsche |
| Doug Kerr | London | 17-718 Boxster | Porsche of London |
| Weixin Li | Toronto | 16-Cayenne | Porsche of London |
| Richard Line | London | 14-Panamera 4S | Porsche of London |
| Paulette Loyens | London | 17-Macan GTS | Porsche of London |
| Olumide Makinde | Windsor | 17-Macan | Porsche of London |
| Marilena Marignani | London | 17-Macan | Porsche of London |
| Donato Martone | Oakville | 90-911 C4 | |
| Ivan Mihalusheff | Markham | 90-944 S2 | |
| Paul Miklas | North York | 17-Macan S | Downtown Porsche |
| Terry Missana | Oakville | 05-Boxster S | |
| Thi Thi Nguyen | London | 16-Cayenne | Porsche of London |
| Anne-Marie & Carl Obdam | Utterson | 08-Cayman S | Downtown Porsche |
| Jennifer O'Brien | Toronto | 17-Macan S | Downtown Porsche |
| Kash Pashootan | Ottawa | 17-911 T | Downtown Porsche |
| Richard Pendrill | Toronto | 07-911 C4S | Don Lewtas |
| Alex Pickworth | Burlington | 01-911 T | |
| Claire Pinchen | Oakville | 16-Cayenne | Downtown Porsche |
| Bruce Pinkerton | Etobicoke | 58-356 | |
| Calvin Poon | Newmarket | 90-911 C2 | |
| Dan & Shona Popela | Barrie | 14-Boxster S | |
| Matthew Proud | Toronto | 17-911 C | Downtown Porsche |
| Tom Quibell | Millgrove | 04-Boxster S | |
| Samir Rehem & Erin Sharp | Toronto | 16-Macan S | Dan Sharp |
| Raj Seekumar | Brampton | 11-911 T | |
| Bikramjit Sohi | Mississauga | 13-Cayman | |
| David Stevens | Mono | 91-911 C2 | |
| Harry Tendijowski | Oakville | 16-Cayman GTS | |

| Name | Location | Model | Thanks To |
|---------------|-------------|------------|-------------------|
| Rachael Tripp | Grimsby | 88-911 | |
| Gregory Tsang | Toronto | 17-Macan S | Downtown Porsche |
| Jay Tucker | Toronto | 14-911 CS | |
| Yixung Wang | London | 17-Macan | Porsche of London |
| Robert West | Mississauga | 06-Boxster | |
| Xuan Zhon | North York | 16-Cayenne | Downtown Porsche |

ANNIVERSARIES...Congrats!

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

30YEARS

Tony & Angela
Ten Kortenaar

20YEARS

Keith & Helen Anderson
Rick Bye & Karina Zorn
Dwayne Mathers

15YEARS

Rick & Michele Doktor
Peter & Nick Hoffman
Kerry Judges
Michael & Adam Maurer
Ken & Rita Nugent

10YEARS

Stephen Coulson
Gary Gordon
Igal Mayer
Michael Nesbitt & Terena Lam

5YEARS

Ameir Altaee
Deborah Berg & John Goyo
Caroline Bourret & Eric
Tourangeau
Richard & Jennifer Carryer

40YEARS

1974
UCR
2014

Primary UCR Members

2613

Total UCR Membership

3893

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BACKFIRE: Member Feedback

By Randy Gananathan, *Provinz* Editor

By golly we’re doing something right...

I just read the September *Provinz* and want to let you know that I loved the first-person stories. Best ever.

John Adam - Past President and UCR Historian

Randy,

From the subtle addition on the front cover right through to the end, the September edition of *Provinz* just made me smile. I loved the “Never Too Old” article, the Porscheplatz article, the 40th Anniversary Picnic article, “The Porscheophile” and this particular Dave Osborne column. If anyone ever asked me for a true representation of my vision of our club, I would point them to this edition of *Provinz*. It contains a sample of just about everything that is great about our club and it oozes “fun and friendship”. Excellent work, Randy, in this stand-out edition of *Provinz*. If


you have any spares I’d like to have them to give away when I’m trying to explain what the club’s all about.

Regards

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

To echo Mike’s comments, I was talking to Skip Carter, PCA Club Racing News Editor yesterday. He said that *Provinz* is one of the best PCA magazines and he reads it often. Well done, Randy!

Kathleen Wong - Vice President
Porsche Club of America, Upper Canada Region



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Porsche Club of America, Upper Canada Region



ELECTIONS: PCA UCR Nominating Committee Recommendations for the 2017 Board of Directors

Please be advised the following individuals are being recommended by the Nominating Committee to stand for the positions indicated on the 2017 UCR Board:

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

In accordance with UCR By Laws, nominations will close as of midnight Oct 15, 2016. Should you have an interest in standing for any position, please contact me:

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

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



UCR TECH SESSIONS

By Roger Stopford, UCR Member.

944 & 968 Tech Session: Great Curves

- **Date** Tuesday, October 25th, 2016
- **Time:** 6pm – 9pm
- **Location:** Pfaff Porsche
101 Auto Park Circle
Woodbridge, ON L4L 8R1
- **Max. Registrants:** 50 UCR Members
- **Cost:** Free

admire for owners and wannabee owners.

This event is organized by the UCR 944/968 Special Interest Group together with Paul Neto, UCR's Tech Centre Coordinator and offers the opportunity to shop for accessories, book service work and check out the cars, all of which should make the event a must do for any 944/968 enthusiast.

The inaugural event for our embryonic UCR 944/968 Special Interest Group will be a Meet 'n Greet plus Tech Session specifically focused on 944/968 cars at Pfaff Porsche.

Over 50 UCR owners of 944's and 968's answered the call to connect in response to the UCR email blast of August 22 inviting 944/968 owners interested in learning, go-seeing, tech sessions, parts, tools, know-how, knowledge base, of all things 944/968.

We will begin with a short Meet 'n Greet session with introductions of members and their cars, followed by the Pfaff team and lead into the technical briefings, hardware show 'n tell, maintenance tips and guidance, provided by Pfaff Porsche's classic specialist technicians. The 944/968 Group has provided a list of topics and questions for Pfaff to address during the evening. Contact me at: rogerstopford@gmail.com if you have questions or topics to add to the list.

As many of us would agree, there is only one thing better than having a Porsche in the garage, and that's having two. Some of us have gone a bit crazier than that, and we might have some fun during the evening hearing how crazy some of us have gone.

All UCR members are welcome and invited. Many of us are planning to bring our 944/968 cars to the event, so photo opportunities abound. Not to mention lots of cars to

Register at: clubregistration.net



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

OCTOBER SOCIAL:

Date: Tuesday, October 11, 2016, 6:30-9pm.

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

Mark your calendars for UCR's traditional Oktoberfest Social at The Musket Restaurant. UCR members have enjoyed this event for many years and it is truly a great way to meet fellow Porscheophiles while enjoying popular German fare such as schnitzel, roasted pork hocks, draft beer and wine. We welcome you to dress in traditional *landhausmode* - Lederhosen or Dirndl, or you can update that Oktoberfest look to suit yourself. Special prizes will be awarded for the best *herr* and *damen* costumes, as voted by the audience.

Please register for this event through www.ClubRegistration.net. No advance payment is required and all members and guests will be responsible for paying their individual tabs at the Musket Restaurant, based on what they've ordered. Dagmar will also be there and will be awarding various raffle prizes at the end of the evening. Ein Prosit!

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 the UCR Annual General meeting. Please come to meet your new Executive and Directors for the UCR Board of Directors as determined by the November elections. The Islington Golf Club will be serving 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. **UCR holds its Annual Members Meeting at 6:00pm prior to this social.**



Photo by Michael A. Coates, UCR Photographer

SEPTEMBER SOCIAL

By Martin Tekela, UCR Socials Chair

The weather was as warm as the welcome UCR members received from our hosts David Perruzza (Marketing Manager) and Francesco Policaro (General Manager) for the September 13th Social held at Porsche Centre Oakville ("PCO"). This annual soiree has become very popular and UCR volunteers were able to check-off at least 157 UCR members from our list of 172 who pre-registered through ClubRegistration.net. I think the actual number of attendees was closer to 200! Member registration and check-in was a challenge because there were at least three ways to enter the building and we only had enough volunteers to monitor one entrance.

David Perruzza had arranged a wonderful spread of food through a local caterer and UCR members devoured charcuterie, tuna, beef sliders, cheese and crackers and various passed appetizers until supplies ran low due to the high turnout.

Around 7:15 p.m. UCR president Mike Bryan formally welcomed everyone to the social and recapped the UCR events of the past month including the DE weekend at Canadian Tire Motorsports Park (CTMP), the PCA CanAm Challenge Club Race at CTMP and various Fun Runs and Tours. Mike then introduced Nhu Nguyen, the newly-licensed tech at PCO who was one of the UCR scholarship recipients that were first presented to UCR members at a Social held earlier in 2016. Mike then talked about how the club relies on volunteers to make things happen and announced that volunteers were needed for the roles of Treasurer, Socials and Fun Run chairs.

Next on the agenda was the PCO raffle where David Perruzza generously donated a PCO track day and various other prizes to attendees who had completed a short questionnaire on Brittany's iPad. Mike Bryan then recapped the



Photo by Eshel Zweig, Provinz Contributing Photographer

UCR 40th Anniversary Picnic and presented a UCR Appreciation Award to Francesco Policaro for PCO's friendship and support. In accepting the award, Francesco said how pleased he was to enjoy such a good relationship with our club since breaking ground for the new dealership. He also spoke about PCO's racing success with Allegra Motorsports in winning the 2016 Ultra 94 Porsche GT3 Cup Challenge Canada overall Team and Driver Championships in the Platinum Class.

Mike then presented UCR pins to new members Sid Barnett, Tony Battista, Brian Cole, Andrew Banfi, Ken Duncan, Barton McLean, Richard Moore, Terry Missana and Frank Tsang. There may have been more new members or first time Social attendees present as there were 12 members who had registered for the event but were not identified on the attendee check-in list. Please let me know at next month's Oktoberfest Social at The Musket Restaurant and we'll present you with your UCR pin.

Thanks go to the Socials volunteers Randy Gananathan and Kathleen Wong at the event registration desk, Mario Marrello who looks after ClubRegistration.net and Kimberley Viney for their event management skills.



Photo by Eshel Zweig, Provinz Contributing Photographer



OCTOBER 2016



Photo by Michael A. Coates, UCR Photographer

The Journal of Upper Canada Region

FUN RUNS, RAMBLES & TOURS



Photo by Wolfgang Lott, Provinz Contributing Photographer



By Cynthia Wong, UCR Fun Run Program Co-Chair

The sun is setting on another successful season!

There's a joke somewhere on the Internet that says Canada only has two seasons – construction and winter.

Ok, so that's a slight exaggeration, but I'm sure many of us feel that way now that October is upon us and street construction is winding down. Summer went by in a HOT flash, and before you know it, many of us will be storing our Porsche until spring thaw. Before that happens, I'm glad we can look back at the 2016 Fun Run Program and call it a success with a total of 19 events; 15 of which sold out! To all those who hosted an event (or more!) in 2016 – thank you! You have contributed enormously to the club's success.

There was an excellent mix of new and returning hosts for the 2016 season. Also, a special shout out to David Forbes, Peter Hoffman, Mike Blinn, and Rick Zucato – who, by working in pairs, would have hosted 2-3 events each before the 2016 season ends.

Looking ahead to the 2017 season -- Have you ever thought about hosting an event? Do you have any favourite Porsche friendly roads you would like to share? It doesn't even need to be in Ontario! And yes, while there may be some work involved with planning an event, but Fun Run

Chair(s) will help make your event successful, provide guidance to help with your planning and answer any questions you have along the way, if you are a first timer.

Are you slightly curious about hosting, but not sure where to start? Not a problem! Check out the PCA UCR website in the Fun Run Program section. We've created a presentation that will provide a high level overview of how to host your own event. In the meantime, if you have questions, or perhaps you have already hosted and would like to provide feedback, send us an email (fun-runs@pcaucr.org). We would love to hear from you.

Before we become inundated with pumpkin spice lattes and Halloween candy sales, let's enjoy the crisp fall weather, and drive!



40th Anniversary Banquet!



We invite you to join your fellow UCR members at our 40th Anniversary Banquet for our final celebration of this milestone year. We'll look back at all great club events we've enjoyed this year and surely one of the best driving seasons in living memory. We'll present anniversary awards to longstanding members and, of course, thanking our wonderful volunteers. All this will take place at the sumptuous Islington Golf Club in Etobicoke where we'll enjoy a reception, a delicious three course dinner and dancing later on in the evening. And, as if that were not enough, Porsche Cars Canada will be bringing a special gift for each banquet attendee to take home.

Not only will this be a great fun evening, but as members discovered last year, it provides amazing value, too, at **just \$50.00 per person including tax and gratuities**. The banquet was sold out last year with a waiting list. So to avoid disappointment, register now at www.clubregistration.net/. Please email us at socials@pcaucr.org if you have any questions.

Based on members' feedback from last year, the podium and projector screens (for pictures and videos) will be on the long side of the ballroom and there will be dancing at 10:00pm.

Date: Saturday October 29, 2016
Time: 6:00pm-11:30pm
 6:00pm Reception & cocktail hour (cash bar)
 7:00pm Three-course dinner with three entrée choices.
 10:00pm-11:30pm Dancing and social

Location: Islington Golf Club, 45 Riverbank Drive, Islington, Ontario M9A 5B8. It is near Hwy 427 and Dundas Street West. http://www.islingtongolfclub.com/Contact_Us.aspx

Cost: \$50.00 per person

| Three Course Dinner Menu – Please pick one of the three entrée choices below | | |
|--|-----------------------|--|
| 1. | Soup | Honey-Roasted Butternut Squash Soup , Whipped Nutmeg Crème |
| 2. | Entrée Choices | Entrée accompanied by horseradish, scalloped potatoes and medley of seasonal vegetables. A glass of red or white wine will be served at dinner. |
| | Choice 1 | Roasted Prime Rib of Angus Beef, 10 oz. Horseradish and Mustard Seed Crust, and Barolo Pan Jus |
| | Choice 2 | Atlantic Salmon Fillet and Charred Tiger Shrimps , Pernod and Chive Butter |
| | Choice 3 | Grilled and Roasted Vegetable Strudel , Petite Herb Salad, Glazed Asparagus, and Goat's Cheese Gratinée |
| 3. | Dessert | Bourbon Vanilla Crème Brûlée , Fresh Raspberries and Armenian Pistachio Biscotti Coffee and Tea |

Avoid Disappointment! Register right away at www.clubregistration.net

THE BABY HAS ARRIVED



Porsche Macan: The Little Tiger

Story and photos by Randy Gananathan - Provinz Editor

Married to a Malay for 25-years, I picked up the basics of the Javanese, or older version of the Malay language that's spoken by the Malay community in Sri Lanka who migrated there over 300-years ago during Dutch colonization. It is a mix of Indonesian and Malaysian where the word Macan comes from, so knowing the word well; I couldn't believe it when Porsche announced the name of its baby SUV in 2012. Macan means Tiger and that's a bad word in Sri Lanka because the group calling themselves by that name destroyed the resplendent isle where I come from, so I have mixed feeling about the name and when I drove the newest version of the Macan, I felt just as mixed.

Porsche announced in March this year that a base version of the Macan would be added to the lineup. Gestation period was about six months and we were invited by Porsche Cars Canada to a special Macan launch event to test this vehicle that's simply known as "Macan." That's right, no letters or words after the model name!

It is the lowest priced, but super fun entry-level model offered in Canada by the marque, starting at only \$52,700. This car starts at \$47,500 in USA, and at current conversion would be CAD \$60,180 and such a bargain in Canada! The car I drove had two options, 19-inch

Turbo Macan wheels and the Sport Chrono Package less Navigation, totaling out at \$57,185 (that included \$1,115 PDI) before taxes on the Monroney label. As an entry level car, I wouldn't order both of those options because 19-inch tires cost more to replace and Sport Chrono drops the 100km/h time to 6.5 seconds from 6.7 achieved by its standard in-line four-cylinder 252 HP turbo two-liter seven-speed PDK + PTM (traction) package with 273 lb-ft of torque between 1,600 to 4,500 rpm. So what do you get for \$52,700 Loonies?

A fully capable SUV, active all-wheel drive for our weather, enough room for all that gear for your up and coming goalie, a foursome or a summer family jaunt to the cottage or a road trip wherever your dreams take you economically at 9.3-liters per 100 km.

The new PCM works flawlessly and easily connects to your smart devices. It will even bring up your Apple iPhone's screen up on the high-resolution seven-inch touch console with full voice commands for complete hands-on driving when mom calls. Its redesigned user interface offers intuitive input when the proximity sensor detects your reach and relevant menu contents are shown, which can be controlled with multi-touch gestures.

In March this year, I met up with some friends in San



Diego, CA and drove off-road on the hills surrounding the city. We had Cayennes and a Macan S that performed just as well as the Cayennes off-road on trails rated level three to four that really surprised all of us on the convoy. We forded streams, drove on three-wheels over rocks and ruts where the fourth-wheel was not making ground contact and the Macan never felt less surefooted than a Cayenne.

Then, why was I so mixed-up emotionally about this new baby? Just as every parent knows, all their children

can do everything when their minds are set or they are guided and parented, this new Macan will do it all, but if you want fast results, keep it in manual and hold those gear changes a bit longer for that peppy surge you've come to expect from every other P-car, but if a quieter more relaxed trip is what you are on, then let PDK do it all for you. No turbo-lag, just put your foot down to get up to cruising speed off the on-ramp to the 401 in 7.5 seconds.

This baby knows how to have fun! Smiles guaranteed!



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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

UNWANTED: THE HORST KROLL CARS

Part III

By Dan Proudfoot, PCA-UCR Member Photos by Eshel Zweig, *Provinz* contributing photographer

As a large company growing larger all of the time, Pfaff Auto Group need not turn a profit with every transaction. Sometimes building the brand trumps the bottom line.

Such was the thinking when Pfaff Porsche purchased Horst Kroll's last remaining stock from his used car operation, a 1972 911T and 1977 911S Targa, for \$32,000 early in 2016.

The '77 Targa soon disappeared from the Pfaff lineup, deemed as dispensable as the fifth player in a Toronto Maple Leafs trade. A customer made it his project car.

The '72 911T, the key to the deal, was much too special to be flipped. Rather, it is in the process of becoming a showpiece for the new Pfaff Porsche dealership facility that's to open next spring – where it will assume pride of place as a shimmering metallic green symbol of a long history of selling and servicing Porsches that began in the 1950's with Hans Pfaff as sales manager at Volkswagen Yonge.

This *Provinz* series traces the car's long road travelled. Part One in the June issue of *Provinz* opened with Kroll driving the 911T home from California in 1984, anticipating it would fetch a good price in Toronto. Except, neither it nor the '77 Targa ever sold. They languished in Kroll's condo basement for much of a decade after he retired.

In Part Two (August *Provinz*), Bruce Farrow, PCA UCR appraisal chair documented the 911T's needs. Our



series continues with Pfaff addressing those needs.

"Some would have looked at the amount of corrosion in this car and say it should be scrapped," John Pera, Pfaff Porsche's pre-owned manager explains, "but its rarity absorbed me – special order paint, the oil filler outside, the Sportomatic transmission a rarity as well and actually absorbed me in a dream.

"With this dealership's DNA, we are fully capable of restoring a car like this. From Chris Pfaff (the founder's son) on down, we all believe there is nothing we can't do. Seeing it in our showroom, customers will realize they can rely on us, whether for routine service or collision repair."

Pera's dream was given the go-ahead by dealership general manager James Coates; both are players in

Pfaff's informal classic car braintrust that includes service manager Mike McCarthy, whose father raced a 356, and technicians Chris Hillier and Dave Draganac, as well as marketing director Laurance Yap, who's well versed in Porsche lore after years with Porsche Canada.

On arrival, the car itself impressed as anxious to get going. With fresh gasoline and a full 12 volts, Draganac, a specialist in older Porsches, promptly toured Auto Park Circle, Woodbridge's concentration of high-end dealerships at 400 and Seven, "and that was Step One, learning we had a running powertrain," Pera says.

Next stop was Boot Hill Automotive Resurrection, Blaine Schmidt's shop at Erin, Ont., to rid the body panels and undercarriage of the perfidious corrosion. Schmidt explains the process, which can cost \$2-3,000 for a car the size of a 911.

"Typically we think of a car this size as a four-and-eight job," he explains. "Four hours of plastic media blasting of the body panels, eight hours with aluminium oxide underneath." The latter requires more time as the oxide media "bounces back in your face."



Eshel Zweig's accompanying photos of big, gaping cavities and ragged edges document the success of Boot Hill's indelicate surgery. Even so, when the car arrived at Pfaff Autoworks in Vaughan, apprentices and body technicians Jordan Singer and Glendon Co, needed to dig deeper.

Any paleontologist chips away at a ton of rock on the way to discovery. Singer, 25, and Co, 26, spent their days heating and chiseling decades-old undercoat and accumulated crud from those crevices the Boot Hill blasting couldn't touch. Between them, 100-plus hours with not a fossil to show for it, but precious knowledge gained.

"One component of this restoration is developing the apprentices' understanding of Porsche DNA, Jeff Pabst, Autoworks general manager explains. "Jordan and Glen are doing all of the restoration work – under the supervision of shop foreman Robert Gargaro, a Porsche certified body technician."

While their work continued, new doors and fenders ordered from Porsche Classic arrived from Germany in two weeks, at a cost of some \$2,500. The floor pan and associated panels came from Stoddard NLA, LLC, of Highland Heights, Ohio. The long-established source of restoration needs sells complete floor pan kits for \$901 U.S. (a felicitous price considering the 911 originally was designated Type 901).

Worth noting, nothing came wholesale. What's more, Pfaff's businesses bill each other at the going rate – \$75 an hour in the case of the body shop. As this was written

continued on page 22...



UNWANTED...continued from page 21.

Pabst estimated Autoworks had 800 hours in the car, thus totaling \$60,000 in labour. At Porsche's own Classic Workshop at Freiberg am Neckar, by the way, the hourly rate is 125 Euros or \$180.97 at current conversion.

Installing all of the above and repairing areas damaged by corrosion such as at the base of the windshield A-pillars, continued as this story was completed in August. "It's like a home renovation, you open up the walls and you discover more to do," Pera said, pointing to the rear parcel shelf's deterioration from accumulated moisture that came to light when the interior was stripped of upholstery.

Pfaff's timetable calls for the 911T to leave Autoworks in November. The new doors and engine and trunk hoods were to be fitted, then removed for painting (the same day as the body, to assure the same temperature and humidity), then reinstalled with gaps correct, in the final stages before the car is returned to Pfaff Porsche's Service Department in Vaughan.

Still to come: mechanical, electrical, upholstery. *Provinz* will continue chronicling the 911T's rebirth all the way to the showroom floor.



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HOW FAT IS FAT, HOW WIDE IS WIDE...

How bad is a 934?

Story and photos by Jay Lloyds, UCR Member

It happened by chance. For me, it was perfect timing, but “dire misery” for the owner. Owning a 930 proper is a real privilege and for some the true feelings that you really are fulfilling one’s dreams... Who that loves Porsche has not dreamt of owning a real 930 in their lifetime? With those fat hips and gorgeous lines, a crazy engine that sits in a place that terrorizes most people. Rotating the slide of the rear end in a 911 is a lot of fun, doing it in a 930 can be a harrowing experience particularly if you end up backwards into a tree, thanking the Lord that you are still alive.

So I am up at Mosport a few years ago with Peter Carroll and his wife Suzanne both guys are driving their 930’s. I think everybody knows Peter’s monster, you can feel intimidated with that car on your tail filling your mirrors wondering is he gonna go left or gonna go right. Suzanne was running hard as she always does and in a session later in the day, the engine suddenly lost oil pressure and she pitted immediately. Not only is she a smart, thinking driver by noticing the low oil pressure and making a quick decision to get the car off the track, but she could run rings around

most guys in an equally kitted car. This girl can really drive and I was duly impressed.

I took delivery of the car with full blessings from Suzanne, but it came with conditions. I kept my word... that I build a car, a special Porsche that was befitting of days past. I started the process of coming up with an appropriate idea. I wanted to do something which I had never done before yet make it streetable for daily driving. I think most Porsche people would agree with me that the Jaegermeister 934 was and still is one of the most macho, attractive and recognizable 911 race cars Porsche ever put out with it being the homologation car for the start of the mighty 935 era. It was instrumental in moving Porsche up the metaphorical ladder to Group 5 racing.

Racing in those crazy years it was often asked, who do you think will rule Group 4, 5 and 6? Porsche came up trumps every time. It soon became blatantly obvious that Porsche was the manufacturer to be involved with because if you didn’t, you would eventually be crushed by their hard charging race cars. It was intimidation at its finest.

With that, I decided to build a tribute car and chose the 934, having worked

on a couple of original cars back in the day, I used these memories to help me with the build. I completely dismantled the car down to the chassis with only the electrical harness staying in place. Having a deep chocolate brown exterior with matching chocolate brown interior I knew it was going to be a challenge as I had to change carpets and fluid dye other parts of the interior, it was going to be a huge undertaking. Peter Carroll supplied me with some parts he purchased for his car, they were a set of replica front and rear 934 flares. He had previously planned to use them on his own car but his body/paint guy convinced him

continued on page 29...



Above and below: Though I had done it before, cutting up a perfectly good 930 Turbo is never an easy thing.



2016 CAN/AM CHALLENGE CLUB RACE

The Driver's Perspective

By Kathleen Wong, Vice-President, PCA Upper Canada Region

The first sanctioned PCA Upper Canada Region Club Race took place at Mosport in 1996. The 2016 Can/Am Challenge Club Race was the 21st running of our race at the same exciting track, Canadian Tire Motorsport Park ("CTMP" or Mosport) from August 5th to 7th.

I have been participating in the UCR Drivers' Education ("DE") program since 1998. Dave Osborne (DE Track Chair), Del Bruce (Worker Assignment) and Stephen Goodbody (Chief Instructor) have built a first-class DE program and I have witnessed how the program has evolved over the last 18 years. Almost every single DE event was sold out during the last several years. This is a true testament to the hard work and dedication of the track team and volunteers, and the enthusiasm of the DE participants who show their commitment to the event every year. And, huge kudos to the legion of UCR volunteer instructors who work tirelessly to help students develop advanced driving skills.

Being a race car driver was one of my childhood dreams.

The DE program was a great stepping stone for me to get into PCA Club Racing. After I had done DE for 10 years, I bought a 1989 944 Turbo S and turned it into a race car. I received my PCA Club Racing licence in 2008 and participated in the Can/Am Challenge Club Race at Mosport every year since then. And I use the DE weekends to practise for this major event of the year.

Frankly speaking, I am one of the slowest cars at the back of the pack and I have never been on the podium. So, I always get the following question from my friends: Why do you spend so much money maintaining your race car every year and participate in a race that you will never win?

This is my long answer to them: "It's all about the club racing experience. At the rolling start of a race, adrenaline is pumping through my veins when I am in the pack with other 40+ 'angry' racers revving our engines before roaring down the front straight of Mosport when the green flag is waved. It's exhilarating. Especially when my car and another car are going side-by-side, prob-

ably about a door handle distance from each other, at high speed going through Corner 1.

Then, it depends on who gets the inside line of Corner 2, which is my favourite corner - a blind, high-speed, downhill, double apex, off-camber corner with an elevation drop of 45 feet. I always try to protect my turf at Corner 2 and hold onto the inside line, ensuring my fellow racer still has enough room to be hanging on the outside line such that we can drive down Corner 2 side-by-side.

This is the excitement of club racing and the challenge is to take that beast to the limit but still have control of it at the end of a race. To be able to finish all my races during a race weekend is sufficient accomplishment for me.

The PCA Club Race is a very well run event and I feel very safe racing on track because all our racers have the utmost respect for each other. Even though we are racing hard out there, we are all friends at the end of the day. And, we all enjoy the camaraderie and competition of pure club racing. There is no prize money for winners in a PCA Club Race and the best reward is that both the driver and the race car go home in the same condition as before the race weekend."

Bruce Boeder, PCA National Steward and a PCA Club Racer since 1992, was at the 2016 Can/Am Challenge Club Race. At the orientation meeting he gave the following tips to rookie racers:

A: Awareness - Be aware of what is going on around you. Watch the flags.

B: Back out and back off - If you can't make the pass cleanly, back off and be patient and wait for another opportunity. It is the responsibility of the overtaking driver to complete a safe pass. The driver being passed should hold onto his or her racing line and let the overtaking driver to go offline to make a pass.

C: Co-existence - practise co-existence and take care of your fellow racers.

D: Don't take unnecessary chances

E: Something in hand at all times. In other words, don't drive at the ragged edge.

If you are curious about how I did at 2016 Can/Am Challenge Club Race, here is my "achievement" over the weekend: I raced in stock class "F", which is one of the classes with the most number of cars. I know I will never

Photo by Randy Gananathan, Provinz Editor



get on the podium, so my goal at every PCA Club Race is to improve my best lap time by one second. The key in racing is lap time consistency, meaning that you have to be as fast as possible in every corner, on every straight, in every lap, in every session on track. So my "achievement" over the weekend was that I attained consistent lap times except during Practice 3/Qualifying session. See Table below.

Kathleen Wong, 2016 Can/Am Challenge Club Race at CTMP

| Yellow Race Group | Class | Best Lap | Overall Position | Position in Class |
|---------------------------------|-------|---|------------------|-------------------|
| Practice 1 | F | 1:44.4 | 23/36 | |
| Practice 2 | F | 1:44.9 | 34/39 | |
| Practice 3 / Qualifying Session | F | 1:46.7 I probably ate too much at lunch! | 36/39 | |
| Yellow Sprint Race 1 | F | 1:44.0 | 28/40 | 7/10 |
| Yellow Sprint Race 2 | F | 1:43.6 | 23/38 | 8/10 |

I am a petite woman that weighs about 95 lbs, so I thought I would have a huge advantage over my fellow racers. However, I weighed my car after the race and learned that my car must be "obese" because together, we are 150lb over the minimum weight permitted by PCA Club Racing rules. Power-to-weight ratio is critical to achieve best cornering and braking performance. So, at 95lbs, my best option is to find ways of shaving off some weight from my 944 Turbo S to reduce my lap time by one second!

I would like to take this opportunity to thank everyone on the 2016 Can/Am Challenge Club Race committee plus PCA stewards and volunteers who have participated in the event. Without you, we would not have had such an awesome club racing weekend. I was responsible for the

continued on page 28...



Photos by Randy Gananathan, Provinz Editor



club race budget and schedule on the 2016 Can/Am Challenge Club Race Committee. We held our debrief meeting exactly one month after the race weekend and also used it to start planning for our 2017 Can/Am Challenge Club Race!

See attached link for the video made by the son of Roy Tam, who was a rookie racer at 2016 Can/Am Challenge Club Race. Roy received his PCA Club Race licence that weekend and his son, Ryan Tam (and his friends from school) made the video about Roy's first PCA club race experience at Mosport.
<https://www.youtube.com/watch?v=ctPW2AOrsys>

STEWARDS REPORT

Canadian Tire Motorsports Park - August 5-7, 2016
Bruce Boeder, PCA Club Racing National Steward

Total number of entrants: 69

Total Number of Drivers taking the green flag in the Sprint races

- Yellow GP - Sprint 1: 40
- Yellow GP - Sprint 2: 38
- Red GP - Sprint 1: 23
- Red GP - Sprint 2: 21
- Combined Enduro: 45

Name of Rookie Candidates who attended the OM

- Paulo Ferreira
- David Ordway
- Roy Tam

Name of Rookie Candidate listed but not showing at all

- None

Names of Provisional Candidates who attended the OM

- Lindsay Rice

Names of Participants who attended the OM by request

- Joseph Belcredi
- Francis Florido
- Giacomo Negro
- Kathleen Wong
- Michael Beler
- Dan Ostrower

Incidents

Number of Single Car Incidents with 13/13 given – 0



Photo by Randy Gananathan, Provinz Editor

Number of Single Car Incidents with no penalty – 4
Number of Multi-Car Incidents with One Driver at Fault
13/13 given – 0
Number of Multi-Car Incidents with Both Drivers at Fault
13/13 given – 0
Number of Mechanical Incidents with No Penalty – 0
Number of Horizontal Object Incidents – 0
Number of Incidents being investigated – 0

Potential Improvements for Next Year:

A well run event that needs nothing other than more participants.

Weekend Review:

Very effectively run event. To the person, all of the volunteers understood their individual responsibilities and carried them out flawlessly. Mick Oliveira did one more year as event chair and was assisted by Walter Murray. Thomas Elliot as the registrar did a great job, Rob Dobie did a good job running control and dispatch. Dave Osborne driving the pace car, Terry Cassan running grid, Richard Ritz in timing plus others all did a good job. Michael Coates as photographer plus Walter Murray filled in for the absent Zone Rep. A fun dinner on Saturday night at the track in the gorgeous Event Centre. The BMWCCA CR Steward, David Brown, worked well with the PCA staff. I know I say this every year but I do intend to make the long tow from Minneapolis to race at CTMP in the near future. All that is missing from this event to make it a premier event in PCA CR is more racers!



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The chocolate brown interior meant I had to change all the carpets and fluid dye other parts of the interior to get the new, correct colour. It was going to be a huge undertaking.

Photos by Jay Lloyds

otherwise, so I was only able to use portions of them. I had to cut up everything into small pieces, the fibreglass pieces that he supplied were crap—looking more like a contortionist trying to untwist himself. Building and extending, re-shaping, I started with balsa wood. It is great material and can be infused with resins making it light and strong. It took approximately 400 man hours to make the fenders into the strength and the shape I felt happy with, symmetry to me is striving to be perfect in all things done and this job was no exception. The same attitude applied to the front spoiler, that macho square-on look timelessly reminding you that this car means business. This Porsche will look better than an original, as the original outer shell was roughly built. The body of the 934 race cars wasn't as important to Porsche as the chassis and power train unit was. It was these units that elevated Porsche to a higher standard.

Cutting up a perfect example of Porsche's Flagship 930 is always daunting, I have done it a few times over the years but one is always reserved when you decide to actually do it. I knew it was going to be a bitter sweet exercise, you go from the perfect car and just dive right in and start the cuts. After a couple of hours, you stand back and only hope that your jaw doesn't drop to the floor with severe shock and that psychological straw you are trying desperately to hang onto is not there. It is done!

I was now in to it fully and the thought of completing the job will now take a better part of a year.. I wasn't sure if I should smile, shiver or scream, so I rode out the storm.

Next month:

taking shape and there is only one colour! ...





CREEMORE / COPPER KETTLE FUN RUN

Talk about FUN!

By Joanie Bercovitch, UCR Member Photos by Tom Tanner, UCR Member

Our meeting place, Champ Burger in Primrose, set us up for a great friendly start. Stan opened his restaurant at 8am, treated us to coffee, juice, muffins and pastries while we registered everyone, handed them a route map, and a name tag and water. It was really thrilling to see participants ranging from teenagers to seasoned drivers mingling before we held the safety meeting in the parking lot.

The sun was shining on us as the call to “Start your engines” could be heard at 9:15am. Isabel and Stan Schnapp offered to be in the sweep car position for Morley Bercovitch’s blue group and Ewan Main stepped up to support Tom Arndt’s red group. Walter Murray lent us walkie-talkies which made a difference keeping the cars moving as efficiently as possible through the corners and lights.

The first leg of the drive through the early morning shadows on twisting valley roads was literally quite cool. We snaked through sleepy historical towns. Horse drawn buggies clipped by at Port Law providing a peek into a slower mode of transportation and emission smells of the past. The route not only included changes in scenery but also in speed. We sped down the highway to Lake Eugenia where we stopped on the one hundred

year Causeway to stretch our legs and let Tom Tanner snap a few pictures. The osprey, sitting in their man-made platform nests above us, kept one eye on us and the other on the fishermen. We learned that in the 1850’s Eugenia was the home of Canada’s first gold rush.

Friendly Flesherton was so excited that we were coming into their town for our first comfort break. Holgar, owner of ARTSonTEN, led us from the lower parking area through his whimsical Cookoo Valley Garden up to the main street where he provided sidewalk chalk for all budding artists to leave their mark in town. Tom Arndt jumped at this chance to chalk the message that the PCA UCR Copper Kettle Fun Run had arrived! Rev. Shawn, owner of Highland Grounds, offered us washroom facilities, fresh coffee and delicious home baking. He also arranged the parking in town for us as well. We appreciated the main street owners working together to ensure our time in town was enjoyable.

The second leg of the drive took us down County Road 30, passed the unusual twin tower Hydro water chutes, and into the Beaver Valley via CR 13. The roads and scenery were spectacular. So many people visit the area but never get off the major highways to explore the beauty of Grey-Bruce. One of our newest UCR members,

Joe Hayward, told us he was going to use the map we had handed out to make this run again on his own.

Just when you thought it couldn’t get any better, we pulled into the Georgian Bay Golf Club for lunch. Steve Prest, Club Manager, invited us to drop the navigators at the front door where Kelly Gale, Event Manager, welcomed us to the Club. The Porsches were shown off in their own staging area and golf cart shuttle service was offered to the drivers. The Club sits on the edge of the Niagara Escarpment overlooking Georgian Bay. White tablecloths, attentive service, delicious food, and new friends to visit with made the experience memorable. Melanie Schoeneweiss summed it up when she said “lunch was fantastic!”

The third leg of the drive was jaw dropping beautiful. The hills rolled

continued on page 32...



down and around Georgian Bay leaving us breathless at every turn. Some surprises Morley and Tom planned, others just happened... like the long line of roaring motorcycles that blew by us with police escorts. YES, we pulled over to the side of the road to watch the 9-1-1 fundraising event fly by. Expect the unexpected on a UCR Run!

Our final destination was Creemore, home of the Copper Kettle Festival and Classic Car Show and, of course, Creemore Brewery. Reserved parking kept us all together in the small town overrun with car enthusiasts. Street vendors, antique motorcycles and vintage cars from the 20's and 30's lined the main street. Every fifteen minutes the Brewery took a group on a tour which ended in beer tasting. Now that was an amazing finish to a day of driving through the purple hills of Creemore. At 4:30pm the dinner group had a spirited run to the Terra Nova Public House in Mulmur for a lovely dinner. It was a beautiful evening to unwind on the patio with friends and reminisce about the day.

Organizers Tom and Morley really appreciated the feedback from participants. John Buckingham said "It was the choice of routes and stops, as well as the organization of the groups that, for me, made the logistics work so well. Setting a pace for the group that allowed

us to have a little more fun in the 'curvy bits' was great." Tom and Christina Herauf commented "Everything flowed so perfectly and the route was both scenic and challenging to drive at times (or should I say FUN!!)." Betty and Dave Barclay wrote "thoroughly enjoyed the roads, lunch, and of course, meeting new people with the same interest in P-cars." Bernie Schroder emailed "What a terrific day! Some of the best Ontario roads I have been on. It could not have been better."



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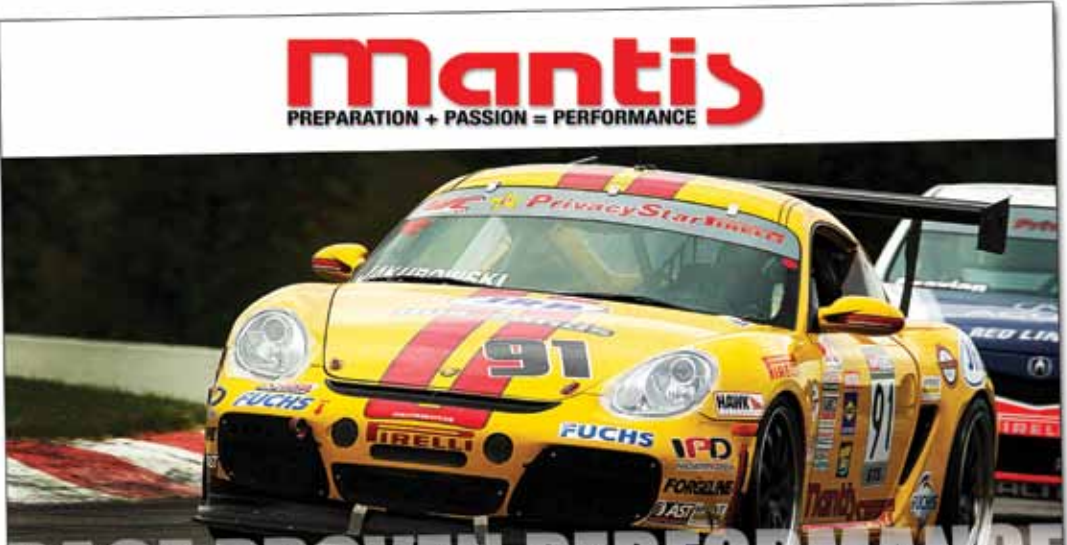
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Porsche Club Photography
By Michael A. Coates

TRACKTALK



Photo by Michael A. Coates, UCR Photographer

By Dave Osborne, UCR Track Chair



October brings our final DE event of the season on the 15th and 16th of the month. Oktoberfest is a mixture of celebrating another successful

track season and some sober thoughts about the winter to come. We end the DE season with a casual dinner in the Event Centre, filled with good food, beverages, some background music and a hundred of our closest friends. There is something very rewarding about the DE program, and I'm convinced it's the people who share it. So sign up quickly and enjoy the fruits of our labor with us.

Over the years there has been a lot of progress in Advanced Driver Education. Most recently is the adoption of Data Logging as a form of instruction. It involves setting a base line lap, usually by a professional driver, and then trying to meet that standard by altering the way you drive to match them. While in theory it sounds great and you get to buy a new electronic toy, I find it a distraction from the joy of high performance driving.

I understand that racers at the Formula 1 level might need to adjust their brake pressure to the optimum level, in order to qualify first in a field of professionals. I accept that there are moments when you aren't getting everything a pro could get out of your car, but reducing the driving experience to fractions of numbers isn't why I enjoy driving. I'm

only speaking for myself and not for the program, but I'm one of those guys who like to drive very fast and very well without driving on the ragged edge. I like to shift my old five speed transmission, when it's clear that a PDK is much faster. So what? My reward at the end of the day is fun, not a trophy or a position on a podium. Our DE program is based on Safety first and Fun a close second. I'm fine with that philosophy.

Don't misunderstand. There is nothing wrong with matching your skill against your previous performance. Attempting to better yourself as you drive closer to the limit is great, but it only really works if you set the base line and keep improving on it. The reasons are simple. A different tire or track temperature will change every performance on the same course. The chasm between two different drivers, driving two different cars with different rubber over the same course is vast. Attempting to match the results can be both disappointing and dangerous. It certainly won't assist a novice driver in his efforts to clean up his performance. Without an Instructor in the passenger seat, suggesting they move six inches to the right in a specific corner, the data doesn't help at all. Seat time is how drivers improve and the brave men and women sitting next to you are the ones who can best help you achieve your goals.

If struggling to match your graph to someone else's is your idea of fun, then knock yourself out, but it's not mine. On the other hand, I still have a flip phone

so maybe technology has left me behind!

This train of thought has brought me to the people who make our Driver Education Program possible. I'm referring to our Instructors. I don't know a braver or more dedicated group of individuals than our UCR Instructors. As I look back at the 2016 DE season and think about the hundreds of our members who have benefitted from their talent and generosity, I'm just amazed.

If you're a participant in the October event, please take a moment, walk up to any one of them and say Thank You for all of the effort they put into these events. I know how grateful I am.

See you at Oktoberfest!



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DISCOVERING TORONTO'S ROADS

Pfaff GTA Urban Circuit Ramble

Story by Laurance Yap, Pfaff Motors PHoto by Randy Gananathan Provinz Editor

Throughout the summer, better known as “driving season” for sports-car fanatics, PCA hosts numerous driving events in the form of a “Fun Run” or Ramble. On Sunday, August 21st, a group of Porsche enthusiasts from Upper Canada Region, joined Pfaff Porsche in our first-ever Urban Ramble.

It was, purposely, a different kind of drive than the usual picturesque, winding country-road jaunt, taking a relaxed route around the Greater Toronto Area, using some of our 400 series highways, some urban Toronto streets, and a few choice on- and off-ramps to demonstrate that you don’t necessarily need to drive two hours into the country or be going at high speeds to have an enjoyable Sunday morning drive. It was the perfect ramble route for drivers that live in the city, or those with cars whose power outputs and tire footprints are better suited for zipping around on city streets than roaring around a track.

The event began at Pfaff Porsche in Woodbridge, at 8:00am on Sunday, August 21. The route was specifically

planned to capture some extraordinary views of the city while simultaneously providing drivers with an entertaining experience.

At mid-point, drivers stopped for a coffee break with a great view of the city, enhanced by a spectacular lineup of German sports cars in front of it. With a diverse group of Porsches, ranging from timeless classics to performance SUVs, the convoy raised a few eyebrows on a quiet Sunday morning from the regulars who line-up for their morning java at the iconic and intimate Rooster Coffee House on Broadview.

From there, drivers continued on their route through picturesque back roads, winding on-ramps, and exhilarating straightaways to reach the post-drive lunch.

It was a modest, informal affair that gave Porsche enthusiasts the opportunity to spend quality time in the driver’s seat of their prized possession, but more importantly, one that created lasting memories, and allowed the group to develop new friendships with others who share a common passion.

2016 FUN RUN WRAP-UP

A Pictorial review of the season’s final events

Article by Doug Switzer, Provinz Art Director

Well, that’s it for another great season of Fun Runs, Tours and Rambles. As we all get ready to put our cars away for the long, cold months ahead, we can look back on the 2016 season and remember happy times with great friends, fantastic roads and delightful experiences. On the next few pages we present a colourful collage of images taken by our intrepid club members, contributing photographers and our very own club photographer, Michael Coates. These pictures from the last few events of the Fun Run season will bring back fond recollections of great times and

continued on page 38...

Above and below: A couple of tantalizing shots from the UCR London Fun Run

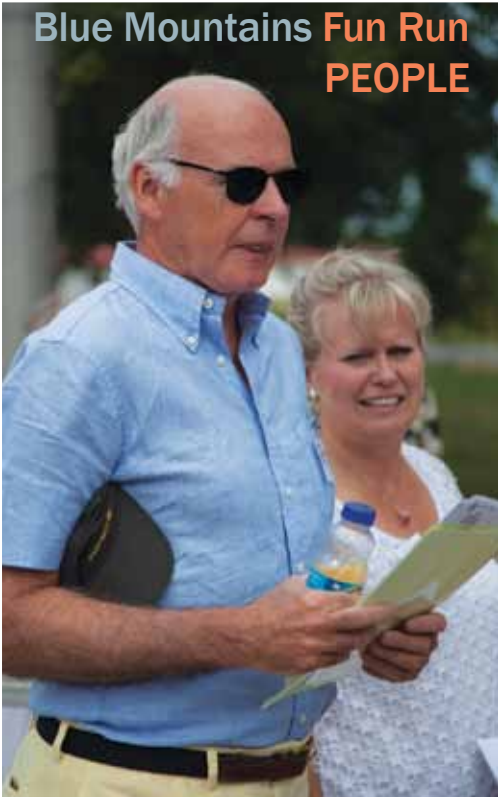
This page: photos by Elliot Alder, UCR Member



FUN RUN WRAP-UP ...continued from page 37

hopefully sustain you through the coming winter. Don't forget to watch the upcoming issues of *Provinz* and the UCR Website for the latest news on the upcoming 2017 Fun Run, Tours and Rambles. Remember to get your name in as soon as you can because once registration opens, as the available spots fill up fast! Here's hoping everyone had a wonderful 2016 driving season and we're looking forward to a big repeat in 2017!

Photos by Michael A. Coates, UCR Photographer



photos continued on page 40...

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PERIPHERAL VISION

By John Adam, UCR Historian



Upcoming is the UCR election. It's time that you checked the slate which has been put forward for your consideration. We have some very strong candidates and we need your help to create the 2017 executive line-up as well as adding event chairs.

On October 29, we will host our Awards Banquet recognizing 40 years of UCR. It will be a major celebration of what we have become - the largest Region in PCA! This is no fluke. A lot of caring people put in tremendous amounts of work into achieving our many successes.

The mind tends to wander at this time of year. October is chancy for DE events. There is always NNJR at VIR, if you want to take a 1,200 km drive. Well, maybe...or not. The weather could be cold or even snowy. Winter works projects need to get done and the P-car is always due for some winter works or perhaps just an oil change before hibernation sets in.

Might as well give some thought to the 2017 Parade in Spokane, Washington. It's a long way to Spokane from Mississauga. We need to consider whether to take extra time to visit Vancouver and then drive to Spokane which is a preferred alternative to flying directly to the destination. When visiting the far-away Parades, the organizers have always planned area visits which proved to be very enjoyable. For example, one such visit was a tour of the Penske racing shop with tour guide Tim Cindrick, General Manager. How about the Brumos private museum with guide Hurley Haywood? What will they have for us in the Washington area? Perhaps a winery or two?

Yes, July 9-15 is still way off in the future but there is nothing to prevent us from planning ahead. Put Parade on your new 2017 calendar. Watch Pano for registration details.

New to us in 2017 will be the PCA Treffen series recently inaugurated across the US. As soon as the announcement for a September 20-24 Treffen was announced for Asheville, NC, our good friends Colin and Sandy Black issued a command appearance at their new home in Asheville during Treffen week. How can we refuse such an invitation? How and when do we register?



GOT A GREAT RIDE? Share it with the club

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

It's easy to get involved—just drop me a note at rdgananathan@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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Kathleen Wong
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vice-president@pcaucr.org

Past President

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murray.dexta@gmail.com

Treasurer

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treasurer@pcaucr.org

Secretary

Foster Zanutto
905 892-8424
fjzanutto@gmail.com

Directors

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

Hazel de Burgh
416 558-2929
hazel.deburgh@gmail.com

Mark Holman
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mark.holman@holmanins.com

Peter Oakes
416 300-3875
oakes101@gmail.com

VOLUNTEERS

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John Adam
416 Isabella Ave.
Mississauga, ON L5B 2G2
905 270-2991
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Rod Nagy
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Fun Run Chair

Hazel de Burgh
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Membership

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Membership Retention

Ken Jensen
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Open House

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Technical Advisor

Professor Tom Brown
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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
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Randy Gananathan
Editor-in-Chief
905-780-9670
editor@pcaucr.org

Derek Cheung
Associate/Media Editor
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Webmaster

Ken Jensen
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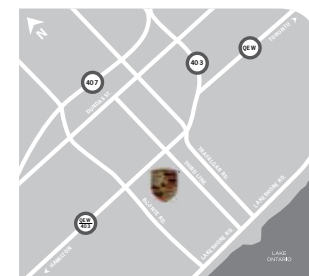


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