

# provinz

THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA • VOL.41 No.407



**FEBRUARY 2017**  
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# LUXURY THE MOMENT YOU ARRIVE



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UPPER CANADA REGION OF  
THE PORSCHE CLUB OF AMERICA

Volume 41, Issue Number 407 • February 2017



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**Cover:** Porsche 356 at the  
Cobble Beach Concours By  
Michael A. Coates.



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# PRESIDENT'S FORUM



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

**T**he Porsche Club of America ("PCA") is the largest single-marque car club in the world with nearly 76,000 primary (dues-paying) members and 120,000 total members including family and affiliated members. PCA has 143 regions, which are grouped into 13 zones.

There are 11 PCA regions in Canada with 5,880 primary members and these regions are grouped in Zone 1, Zone 6 and Zone 10:

1. Zone 1: Upper Canada Region (UCR) of Ontario – 2,670 primary members
2. Zone 1: Rennsport Region (REN) of Quebec and Southeastern Ontario – 901 primary members
3. Zone 1: Niagara Region (NIA) – 427 primary members
4. Zone 1: Acadia Region (ACA) of the Atlantic provinces – 171 primary members
5. Zone 6: Canada West Region (CW) of Vancouver, B.C. – 577 primary members
6. Zone 6: Wild Rose Region (WRS) of Calgary, Alberta – 292 primary members
7. Zone 6: Vancouver Island Region (VIS) of Vancouver, B.C. – 275 primary members
8. Zone 6: Polar Region (POL) of Edmonton, Alberta – 233 primary members
9. Zone 6: B.C. Interior Region (BCI) of Vancouver, B.C. – 106 primary members
10. Zone 6: Living Skies Prairie Region (LSP) of Saskatoon, Saskatchewan – 49 primary members
11. Zone 10: Red River Region (RVE) of Winnipeg, Manitoba – 179 primary members

As of December 31, 2016, UCR remained the largest region among 143 regions of PCA with 2,670 primary members and close to 4,000 members including family and affiliated members. UCR ranked fourth among the top five regions with the strongest membership growth in 2016. UCR thanks all its members for a successful 2016 and huge kudos to all our volunteers who provided their time and selfless efforts to organize 60 UCR events in 2016.

Based on industry sources, less than 20% of Porsche owners in Ontario are UCR members. So, there is a huge opportunity for us to grow our memberships. Spread the words about PCA and UCR to all your non-UCR friends who own Porsches. As UCR members, you can invite guests to attend our monthly socials (on the second Tuesday of every month from 6:30pm–9:00pm) or join our fun runs/tours/rambles. When your friends become UCR members,

they can join our Introductory Driving School in April and Drivers Education program, which take place at Canadian Tire Motorsport Park ("CTMP", or Mosport) from April to October.

Porsche Cars Canada also had a great year selling a record breaking 7,061 new vehicles in 2016, which was a 10% increase over last year despite a tough comparison of 30% increase in 2015. The strong growth continued to be fueled by the sales of Cayenne and Macan SUV's.

Our January 2017 social was dedicated to celebrate the life of Horst Petermann, who was a long-time member and a motorsport legend. Horst raced Porsche 906, 910 and 911 between 1968 and 1977 at 24 Hours of Daytona, Mosport and Watkins-Glen. Horst was also a UCR Board member in 2012 & 2013 and a Drivers' Education instructor. Horst met his wife, Marie, at the Musket, where UCR always has our Octoberfest social. Both Horst and Marie are big supporters of our Drivers Education program and socials. We will be back to our regular social program with speakers at our Tuesday February 14 social. Check the club website [www.pcaucr.org](http://www.pcaucr.org) for the latest updates and registration for these events is at [www.clubregistration.net](http://www.clubregistration.net)

The 24th Annual 48 Hours at Sebring organized by Suncoast and Gold Coast regions will take place at Sebring International Raceway on February 3–5. This is one of the biggest PCA club races with more than 230 participants and it also has Drivers' Education sessions for more than 70 participants. Including crew members, PCA stewards and PCA volunteers, this event can accommodate 500 participants. Sebring is about a 22-hour drive from Toronto and many Canadians participate. One does not have to travel this far for a car event in February because the Canadian International Auto Show will take place at the Metro Toronto Convention Centre on February 17–26 and Porsche Cars Canada will showcase some interesting cars.

Our annual ski day is on Friday March 3 at Osler Bluff Ski Club in Blue Mountains. This private ski club provides some of the best terrain in southern Ontario for skiers and boarders of all abilities and the high speed lifts ensure that your time is spent on the hill and not waiting. Register at [www.clubregistration.net](http://www.clubregistration.net) and come out to enjoy this family event.

'it's not just the cars, it's the people'. Drive safely, enjoy and promote PCA and UCR.

*Kathleen*



## SUBMISSIONS

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

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

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# DRIVER'S SEAT



Randy D. Gananathan, Editor

**O**n Sunday, January 8th, 2017 Porsche quietly sent out a press release about the launch of three new GT's models. Read all about it on P34 and choose from a Cabriolet, Coupe or Targa.

Porscheophile Robert S. McLeese

and his 1971 Targa are featured on P40 and on P16, another Porscheophile, Elliot Alder's 944 love affair is highlighted.

Elliot joins three other fabulous photographers to make the newly created *Provinz* Photographers team as we bid *auf wiedersehen* to Michael A. Coates who retired as Club Photographer after nearly two decades.

One of the year's first UCR events to participate and socialize in is our 2017 Ski Day at Osler Bluffs in the Blue Mountains in Collingwood. It's open to novices, families and maestros of the hills. More info on P32.

Organizing the UCR Concours and Picnic are well under way with planning teams hard at work since last year. UCR Rally Master, Sajjad Butt will hold the Autumn UCR Rally on the same day with the rally ending at the Concours/Picnic venue at Simeon Park in Aurora. 2017 brings back the two annual rally events format, with the UCR Spring Rally on April 30th, ending at the UCR Open House at 427 Auto Collision in the southwestern corner of the city in the Gardiner/Kipling area. Registration opens March 1st for this exciting set of Shift into Spring events.

*Provinz* Associate/Media Editor Derek Cheung and his wife Amanda have been blessed with two new Porsche-philis, twin boys Mason and Grayson, born days before the Chinese New Year. Therefore, Monkeys according to the Chinese zodiac and the smartest group of individuals, Join me in wishing Derek and Amanda a lifetime of monkey tricks and endless hours of life's best – Quality Family Time! I am sure it will involve Porsches.

To kick off March Break comes the first Inaugural Amelia Island Werks Reunion on Friday, March 10th. Registration closes for participants on February 13th, so register today if you plan to show or park your Porsche in the corral. Spectators and family members do not need to pay or register. More info at: <http://werksreunion.com/amelia.cfm>

*Randy*

Write to me about everything: [editor@pcaucr.org](mailto:editor@pcaucr.org)



# CALENDAR OF UCR EVENTS

Jan	3	Tue	Board Meeting
	10	Tue	Social
Feb	7	Tue	Board Meeting
	14	Tue	Social
Mar	3	Fri	UCR Ski Day Osler Bluff Ski Club
	7	Tue	Board Meeting
	14	Tue	Social
Apr	4	Tue	Board Meeting
	11	Tue	Social
	15	Sat	Introductory Driving School CTMP Driver Development Track
	29	Sat	Introductory Driving School CTMP Driver Development Track
	30	Sun	Shift into Spring - UCR Open House (427 Auto Collision)
	30	Sun	UCR Spring Rally
May	2	Tue	Board Meeting
	6-7	Sat/Sun	Driver Education CTMP
	7	Sun	Spring Port-to-Port-to-Port Fun Run
	9	Tue	Social - UCR Business Meeting
	19-21	Fri-Sun	Frank Lloyd Wright Fallingwater Tour, PA, USA
Jun	2	Fri	Driven 2 Smile & Red and Black Run Groups - CTMP
	3-4	Sat/Sun	Driver Education CTMP
	6	Tue	Board Meeting
	13	Tue	Social
	17	Sat	Bear Manor Niagara Escarpment Poker Run
	25	Sun	Ancaster Fun Run For 924/944/968 Cars
Jul	4	Tue	Board Meeting
	8	Sat	Grand Niagara-on-the-Lake Fun Run
	9-15	Sun-Sat	Porsche Parade Spokane, WA
	11	Tue	Social
	22-23	Sat/Sun	Driver Education CTMP
Aug	1	Tue	Board Meeting
	3	Thu	Test and Tune day, CMTF

Aug	5-6	Sat/Sun	Club Race - Can/Am Challenge
	8	Tue	Social
	26-27	Sat/Sun	Driver Education CTMP
Sep	TBA	TBA	UCR Annual Picnic, Concours d'Elegance & Autumn Rally
	5	Tue	Board Meeting
	12	Tue	Social
	22	Fri	Instructor Day Red Run Group
	23-24	Sat/Sun	Driver Education CTMP
	24	Sun	Salmon Run & Fall Ramble
	27-03	Wed-Tue	Smoky Mountain Fall Tour
Oct	3	Tue	Board Meeting
	10	Tue	Social
	14-15	Sat-Sun	Driver Education CTMP
	28	Sat	UCR Annual Banquet Islington Golf Club
Nov	7	Tue	Board Meeting
	14	Tue	Social, Members Annual Meeting
Dec	5	Tue	Board Meeting
	12	Tue	Social

GROUP 905

Porsche Cars & Coffee

4th Sunday Every Month

All Porsches Welcome

Location:

Panera Bread

15610 Bayview Ave

Aurora, ON

10:00 ~ 12:00



More Calendar Info at: [www.pcaucr.org](http://www.pcaucr.org)



# THE WAY WE WERE...

## 35 Years Ago

**Phil Hucker** was President and **Steve Megill** was VP. **Dave Pateman** was Past President and handled membership and **Bruce Farrow** was Editor. **Frank Bittner** was Treasurer. Except for **Hucker** and **Megill**, the others are still around. Phone numbers had seven digits. At Mosport races, there was to be a Porsche Park and a Parade of Porsches before each race. The February Social was held at the Boulevard Club where the factory film “A Little Bit More” was shown. Various parts were offered for sale by **Herman Lausberg**, **Steve Megill** and of course **Bruce Farrow**.

## 30 Years Ago

Membership reported at 217, an increase of 80% over the previous year! The February Social had outtakes from the Rothmans-Porsche 944 Challenge Series. I remember those outtakes and would love to see them again! Our track season would feature six one-day dates, all at Shannonville. We had 10 DE instructors and **Farrow** said “Once we get 30 instructors - that’s it, no more.” Yeah, right. **Dennis Rak** was writing Tech Talk when he said “the advances in all forms of automotive technology since 1980 are equal to that of the previous 80 years!” **Colin Black** & **John Adam** reported on their good fortune to be at the annual factory awards banquet for Porsche drivers held in Stuttgart. **Kees Nierop** was a Canadian award winner. **Crawford Reid** wrote about his factory visit and 5,000 km trip across Europe. Annual financials for 1985 were published. *Provinz* cost \$5,270 including postage—advertising revenue was \$7,642 and PCA provided a newsletter subsidy of \$342.

## 20 Years Ago

Editor **Karl Thompson** advised us of a new addition to the family, **Laura Christine**. We had moved into our Mosport-based driver ed program. **Joel Reiser** was a new member. **Andy Wright** was promoting a Multi-Event Weekend at NOTL. **Terry Cleland** wrote an exciting and lengthy story about his days as chief mechanic on a Can-Am Frizbee race team. UCR would have a technical introduction of the Boxster at U of T. Mosport was “on the ropes” financially but there was hope for survival. We had an active winter go-cart series managed by **Gillian Hargreaves**. **Leigh Kelk** was promoting the Charity Auction on behalf of Children’s Wish.

Contributed by **John Adam**, UCR Historian



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NEW MEMBERS...Welcome!

Name	Location	Model	Thanks To
David Andison	Burlington	65-356	Anthony Scire
Agnes Ansong	Brampton	17-Cayenne SE	Downtown Porsche
Sandy Behrend	Toronto	89-911	
Vito Bellicoso	Woodbridge	13-911 CS	
Hans Berger	Toronto	17-Macan	Downtown Porsche
Michael Boukye-Brown	Georgetown	17-Macan	Porsche of London
Xueqi Cai	London	17-Macan	Porsche of London
Joy Chemanoor	Brampton	17-Macan	Downtown Porsche
Xueyun Chen	Richmond Hill	17-Cayenne GTS	Downtown Porsche
Monte Crouch	St Catharines	02-911	
Chris Curran	Sarnia	17-Macan GTS	Porsche of London
Xiaoyu Dai	London	17-Macan	Porsche of London
Carolyn Deenen	Ajax	17-Cayenne	Porsche of London
Navraj Singh Dhvaj	Milton	17-Macan GTS	Downtown Porsche
Danny Di Monte	Toronto	89-911	
Chris Diakomanolis	Toronto	17-Macan	Downtown Porsche
Tao Feng Ding	Markham	17-Macan	Downtown Porsche
David Fleury	Toronto	17-Macan	Downtown Porsche
Larry Gates	Windsor	17-Cayman GT	Porsche of London
Pamela Goyeau	London	17-Macan	Porsche of London
Yanan Guan	Richmond Hill	16-Cayenne S	Downtown Porsche
Ron Halton	Toronto	17-Cayman S	Downtown Porsche
Ernest Ho	North York	17-Macan S	Downtown Porsche
Ke Gui Hou	London	17-Cayenne	Porsche of London
Davis Hrivnak	Ennismore	90-944 S2	
Zhong Xin Huang	Stouffville	17-Cayenne	Downtown Porsche
Gregory Ioanidis	Windsor	13-911 C4S	Downtown Porsche
Ivailo Ivanov	Toronto	17-Cayenne SE	Downtown Porsche
Xiangyu Jiang	London	17-Cayenne	Porsche of London
Harish Kapoor	Pickering	17-911	
Jeffrey Kerbel	Toronto	17-Macan T	Downtown Porsche
Summit Kumar	Mississauga	15-Macan S	Downtown Porsche
Adam Kurnik	Toronto	89-944 T	Kevin Kurnik
David Lawrence	London	17-Macan S	Porsche of London
Zhinuo Li	Toronto	17-Macan GTS	Downtown Porsche
Yang Liu	Scarborough	17-Macan	Downtown Porsche
Donald & Ana Lowrie	Kitchener	16-Cayman	Trf-in Polar Region
Sameer Mal	London	17-Macan GTS	Porsche of London
Saeed Malih	Maple	13-Panamera 4	Downtown Porsche
Berto Marques	Kitchener	17-Macan	Porsche of London
Claudio Martellacci	Kleinburg	17-Cayenne	Porsche of London
Robert Mason	Oro-Medonte	15-911 GT3	
Kim McClure	Toronto	17-Cayenne SE	Downtown Porsche
Sami Mikhaeil	Mississauga	17-Macan	Downtown Porsche
Dale Morton	Niagara Falls	16-Boxster	
Mondeep Narewal	La Salle	17-Macan	Porsche of London
Inna Nomerovska	Woodbridge	17-Macan S	Downtown Porsche
Borislav Podbevsek	Brampton	14-Panamera	Downtown Porsche
Glen Providence	Lighthouse Cove	17-Macan	Downtown Porsche
Sue Rainville	Toronto	17-Macan	Downtown Porsche
Deepak & Preeti Ratti	Toronto	17-Macan	Downtown Porsche
Aki Rong	Burlington	17-Macan S	Downtown Porsche
Li Sheng Ru	Stouffville	17-Cayenne SE	Downtown Porsche

Name	Location	Model	Thanks To
Chris Skillen	Toronto	16-911 GT3RS	Downtown Porsche
Kenneth Smith	St. Catharines	17-Macan S	Porsche of London
Sow Kheong Tan	Toronto	17-Cayenne GTS	Downtown Porsche
David Taub & Fern Betel	North York	17-Macan	Downtown Porsche
Phil Trigiani	Wasaga Beach	06-911 CS	
Elizabeth Verbunt & Andrew Byrne	Hamilton	86-944	J.P. Verbunt
Jie Wang	Thornhill	16-Cayenne	Downtown Porsche
Igor Wisotsky	Oakville	17-Macan	Downtown Porsche
Laurence Yan	Scarborough	17-Macan S	Downtown Porsche
Chi Kin Tip	Aurora	17-Macan	Downtown Porsche
Shen Yuan	Toronto	17-Macan GTS	Downtown Porsche
Amy Yu-Yeung & William Yau	Unionville	17-Cayenne	Downtown Porsche
Xing Zhang	Mississauga	17-Macan GTS	Downtown Porsche
Xiaoming Zhang	London	17-Cayenne	Porsche of London
Liz Zheng	Toronto	16-Panamera GTS	Downtown Porsche
Xavier Zinn	Brampton	03-911 C4S	

ANNIVERSARIES...Congrats!

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

25 YEARS

Bill Comat  
Dave Decarle

10 YEARS

Mike & Lucy DeJonge  
Robert & Moira-Jane Plexman  
Alexander So & Liz Ng

15 YEARS

Joseph Belcredi  
David & Foo Low Mew  
Richard & Margaret Sellner  
Levino Tittaferrante

5 YEARS

Sheldon Borges &  
Alison Breen  
Nelson & Nuno Da Costa

Paola Fiocco &  
Shane Rahemtulla  
Theo & Frank Georgatos  
John & Wendy House  
Dan Ifrim  
Garth Lapointe  
Jock MacDonald &  
Janet Griffin  
Timothy &  
Connie McCutcheon

Joan & Larry Seeley  
Michael & Daryl Watts

Primary UCR Members

2670

Total UCR Membership

3965



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BACKFIRE: Horst Petermann

By Anita M. Edgar, UCR Member Family

I am Anita, Horst’s daughter. On behalf of my brother and our families we are so touched by all the beautiful condolence messages posted online on the UCR web page and conveyed to us in so many ways.

We heard many stories over the years about Dad’s life with the club and at the track. It was a very important part of his life and it truly made his retirement years everything he wished for and loved.

It was wonderful meeting many of you at the memorial service and learning how our Dad touched your lives. Perhaps one day we will see you at the track as well. Until then we will struggle through this painful loss together to the day we can share our memories. Please remember our Dad the next time you are at the track and I am sure he will be there with you.

God Bless.







Photo by Wolfgang (Sonny) Lott

# UCR TECH SESSIONS

Story by Derek Thorpe, Mantis Automotive Photos by Kathleen Wong, UCR President

## Mantis Automotive Hosts Club Racing Tech Session



This past December, on a cold clear morning in Oakville, Mantis Automotive hosted its second 'open-house' for PCA members. The primary goal was to explain and demonstrate the sometimes mysterious world of race car design and development.

Since 1977 Mantis has been well known in the east coast Porsche and PCA communities. With over four decades of racing and fabricating experience, owner Ernie Jakubowski is always happy to share what he's learned.

Apart from coffee and donuts, the morning started with an introduction to alignments and suspension basics. A white 944 Cup race car had been prepared with HUB-Stands and set on a laser alignment machine showing that a tolerance of 0.01 degrees was to be expected from a professional alignment. Porsche 944's are excellent track vehicles as all suspension angles are adjustable.

Another factor of a winning car is weight balance. By fitting a vehicle with adjustable shock collars, the suspension can be raised and lowered at each corner to balance the weight on each tire. This was demonstrated by placing a special scale under each tire.

Guests were surprised to learn that hundreds pounds of lead weight must be added to reach the minimum racing weight of 2,600 lbs.

A noticeable feature on the Mantis 944 Cup race car is extensive aerodynamic modification. From the custom chin-splitter to the adjustable rear wing, the car has spent many hours in the University Institute of Ontario wind tunnel. The vehicle was found to have a high pressure

area under the rear, so hoses were run from the torque tube tunnel to the rear windows. Rear view mirrors were moved into the window openings and special underbody skirts seal the airflow along the sides of the



vehicle. So much information was gathered through wind tunnel study that Ernie and local engineering students published a SAE research paper on the subject.

The next demonstration was tube bending and roll cage fabrication. Derek Kneblewski demonstrated the use of a hydraulic tubing bender and manual notcher. Ernie explained material choices and welding procedure as well as cage design and customer preferences. Mantis cages are constructed of 1 3/4" DOM (drawn over mandrel) tube and fully welded to the body of the vehicle. A more economical 'bolt-in' half cage is also offered, using existing mounting points within the vehicle. With each cage being made by hand, any vehicle can be outfitted to the customer's specifications or wishes.

With the sun making a welcome appearance, participants ventured outside for a review of the Mantis engine dynamometer. Used for power ratings, engine break in and testing, Mantis is proud to offer a service not available at its competitors. On a rolling stand nearly the size of the original vehicle, a stock 944 engine had been installed. Explaining the set up and monitoring various readouts, Jason Fedrigo, Mantis's engine builder, revved the engine to 5,500 rpm and obtained a horsepower reading of approximately 150hp. A modest starting point but well short of the 300+ hp some of the customer engines achieve.

With a round of applause, UCR members made their way back inside for the last display of the day. The long serving Cayman Pirelli World Challenge race car was arranged on a hoist with its boot and bonnet open to display the many custom upgrades a decade of racing has brought. Explanations of aerodynamics and engine modification were well received and many questions were fielded. Ernie explained that through wind tunnel testing he had found that airflow over the rear hatch was slightly cooler and denser than at the side pods, so he had built a custom intake system to take advantage of it. Peter Clement, an engineering student, demonstrated

the integral air-jack system by introducing 400psi and the car leaped a foot into the air on three plungers.

With thanks to Ernie and staff for their time, UCR members broke into smaller groups to ask questions and talk amongst them. With impeccable timing local UCR maven and Mantis alumni Angie Herring invited members to lunch. Local favorite Boon Appetite had provided hearty German sausage sandwiches heaping with onions and sauerkraut. Judging by the lack of leftovers they were well received.

To end the event, UCR President Kathleen Wong hosted a



door-prize raffle with automotive products supplied by Mantis. She also warmly thanked the staff for restoring her 1997 Acura Integra Type R, which she has owned since new.

If you would like to be a part of the next open house, please contact Paul Neto via email: paul@neto.me





# SOCIAL EVENTS

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 us know. And if you have any other comments or suggestions regarding UCR's Socials, let us know that too. Talk to us at an upcoming Social!

**Registration:** To register for each of our Socials in 2016, please log in to [www.ClubRegistration.net](http://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/](http://www.pcaucr.org/how-to-register/). If you have any questions, please contact our registrar at [socials@pcaucr.org](mailto:socials@pcaucr.org).



Photo by Michael A. Coates, UCR Photographer

## Coming Events

### FEBRUARY SOCIAL:

**Date:** Tuesday, February 14, 2016, 6:30-9pm, Dinner at 7pm

**Venue:** See: [pcaucr.org](http://pcaucr.org)

**Happy Valentine's Day:** The snow will be cleaned to make way for you to attend this Valentine's Day Social and celebrate a romantic evening with a special dinner event that is being planned for all UCR members to enjoy. Watch for details in the monthly eBlast and at: [www.pcaucr.org](http://www.pcaucr.org).

**Details:** Further information and registration at: [www.ClubRegistration.net](http://www.ClubRegistration.net)

### MARCH SOCIAL:

**Date:** Tuesday, March 10, 2017, 6:00-9:00pm

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

**March Break time!** Bring the family out to our March social and enjoy a fabulous evening of car talk and future events discussion.

**Details:** Watch for details in the March issue of *Provinz*, monthly eBlast and [www.pcaucr.org](http://www.pcaucr.org)



# JANUARY SOCIAL

By Renate Weidner

## Remembering Horst

The first time I met Horst and Marie was at the Awards Dinner night held at the top floor restaurant "Windows" at the FOUR SEASONS in Yorkville in 2007. We become friends almost instantly and met the following years at Mosport and other Canadian and US tracks for many, many DE events on a regular basis.

Horst had a wealth of experience to share from his race car driver years at The Glen, St. Jovite, 24 hours of Daytona, Tremblant and especially Mosport, his home track. He drove a variety of Porsches but also McLarens. When visiting Horst and Marie's home many times I was impressed by the many, many trophies beautifully displayed and the awesome models of each and every race car he competed in. Just a beautiful sight to see.

He was a wonderful instructor, patient, encouraging, forceful, very direct if necessary and what says it all is that he, as Marie's husband, instructed her from her "green" days right into the Black run group without marital problems. Now, how rare is that! Horst made every student drive to his or her utmost ability, at least as long as he was in our cars. Unfortunately, we could not have him all the time.

I know that students from many other Canadian chapters and many PCA US chapters, including BMW chapters regularly emailed him, inquiring about his instructing schedule because they wanted to be taught by him. And he advanced countless students to "solo"



during his DE instructor career. He just had the ability to make them good drivers, including my daughter Christine, who adores him.

And Horst knew his cars. He researched them top to bottom and knew exactly what was good for them – and for you. I did not make any Porsche car decisions without double-checking with Horst, and was doing very well by that.

But what I liked most about Horst was his unique humour. He had ready at a moment's inspiration the most funny, comical, sometimes very wise, sometimes totally silly jokes and comments that were just so uniquely "Horst".

I don't know what our future DE event weekends will be without him. I just hope that we can convince Marie to continue to do what both of them loved doing together for years: Drive the sh... out of that Turbo.

Renate – smiling up to the guy – and hanging my head down in tears...





# HORST PETERMANN



By John Adam, UCR Historian

Horst Petermann passed away on December 23. Ask Driver Education instructors and they will tell you that Horst was one of the good guys. He became a member of PCA in 2007 but was a racer and friend of Porsche from way back. The web site Racing Sports Cars tells us that Horst raced Porsches, including types 906, 908, 910 and 911 with co-drivers Rainer Brezinka, Rudy Bartling, Fritz Hochreuter, Brian Hardacre, Bert Kuehne and Max Beimler.

Horst's passion for Porsches began in his teen years in his native Germany, seeing the 356 Speedsters and Coupes. In the late 1950s, there was no other marque as unique in looks and sound to intrigue an impressionable boy. At the time ownership seemed to be highly unlikely. But as fate would have it, he immigrated to Canada and affordability of a Porsche became realistic. His first 356 Coupe was a 3 year old 1955 previously owned car. Ever since then, he has always owned a Porsche, 911s, and a 928 for a while.

Dan Proudfoot writes, "I got to know him only after he joined UCR and became active in the Driver's Ed

program. Horst was a man who combined intelligence, humour and perspective in such a way that I always valued his opinion on anything to do with racing. During his racing years I was very aware of Horst, of course, because we both were members of the Deutscher Auto Club, but at that point I was not actually covering racing."

DE Chair Dave Osborne adds, "I was completely gutted by the news that we have lost Horst. I both liked and respected him. I've always been impressed by all of the things that he has done for the Club and his friends. In honour of his years of volunteer service and exemplary character, the UCR Track Team will be naming Horst Petermann the 2016 Instructor of the Year."

He retired as President of Homag Canada, a sales and service subsidiary of the Homag Group of Germany. With time to spare, he and his wife Marie joined PCA UCR in 2007. He served not only as a Track Instructor, of which he was very proud, but also as a UCR Director.

Horst will be missed dearly.



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By Randy D. Gananathan, Concours Chair

The 2017 UCR Concours d'Elegance will feature Judged and People's Choice categories exclusively for Porsche vehicles. All Porsche owners are welcome. PCA or UCR membership is not mandatory for Concours participation.

- Porsches will be inspected and admitted for Judged Class Entry with a \$20 cash (only) fee per car collected at the gate on event date.
- Porsches for People's Choice - \$5 cash (only) per car to park in Concours field.
- PCA members who pre-register get FREE entry to Simeon Park.
- Save buying food & beverage tickets at the park by using your credit card at pre-registration.
- Food & Beverage tickets can also be purchased for cash on site.



## VENUE:

Simeon Park  
13190 Woodbine Avenue  
Gormley (Whitchurch-Stouffville)  
L0H 1G0

## DIRECTIONS:

Exit Highway 404 at Exit 37 to Stouffville Road  
Go East to Woodbine Avenue  
Turn Left (North) on Woodbine Avenue  
Simeon Park is 3km on left (West) side of Woodbine

## PLANNING MEET:

Sunday, February 26th, 2017  
10:00 a.m. to 12:00 noon  
15610 Bayview Ave, Aurora, ON L4G 6V5  
All Volunteers welcome to attend

## VOLUNTEERS:

Contact Randy Gananathan, Concours Chair  
Email: rdgananathan@gmail.com  
Phone: 905-780-9670



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# PROFILE: THE BIG DORK



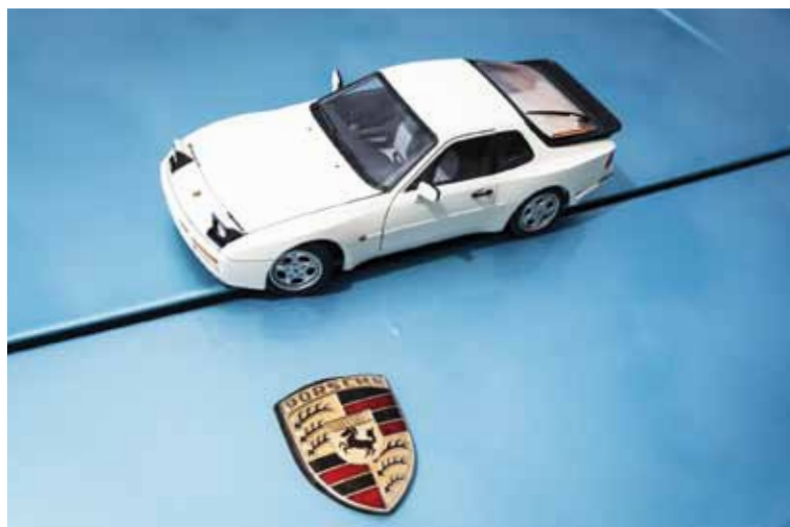
Story and photos by Elliot Alder, PCA Member and Provinz Advertising Manager

As the snow continues to fall and I find myself missing early morning jaunts through the Forks of the Credit more than ever, I suppose now is as good of a time as ever to introduce myself. My name is Elliot Alder, and I drive a 1982 Porsche 944.

As a kid growing up in Caledon, I spent a lot of time around old things. Antique markets. Tractors. My grandparents. And while I wasn't particularly fazed by any of it at the time, the affection for things that smell just a little bit funny seems to have stuck with me. Between the fountain pens and my lack of interest in anything with power steering, it probably came as little surprise that my search for a first car went in a slightly unconventional direction.

I have always been a big petrolhead, and despite the limitations of my post-graduation budget, I was intent on finding something with character. After

going through the motions of looking at used Hondas and sensible things with electric locks, I turned my sights on a notoriously reliable childhood favourite. I had always liked the quirky transaxle Porsches, and with its affordability, relative spaciousness, and famed handling characteristics, the 944 seemed to fit the bill.



“...my girlfriend still laughs at me for being so affectionate toward my car, at least now I can prove that I'm not alone.”

I had initially planned on finding a cheap winter-driven car that I could drive year-round, but the search in Ontario proved rather disappointing. As it was, however, that plan changed when my girlfriend came across a new posting for a car out in BC. It sounded too good to be true, but after three hours talking to and receiving photos from the seller that evening it seemed that I had found my car. Two days after the ad went up, I was on a surreal flight to Kelowna with my little sister Melanie and a bag full of film.

'Kenneth,' as the car is now known, had spent the last 34 years on the west coast. Religiously maintained and finished in rare light blue metallic, this early example checked every box and more. Its mechanical solidity, manual steering rack and body-hugging sport seats hit my three main criteria, but this 944 went further. After viewing so many cars with spots of rust peaking around the edges (or erupting from the sills like prepubescent acne), I was astonished to receive photos of typical problem areas still wearing original, untarnished paint. Well-executed touch-ups such as a properly-molded dash cover protecting an almost crack-free dash corroborated the seller's love and care for the car. With all this, details like the brown tweed interior and rare Carrera GT 'Porsche' doorcards simply completed the package.

On April 30th, I received the keys at the base of a road leading into some of Kelowna's famed vineyards (and yes, I used my phone to register with PCA on the spot). From here, the logical way home would be the 4,000km route through the northern US. Instead, we set out for the coast and plotted an incredible 7,000km route across Canada. After a brief scare and makeshift fan repair in Vancouver, Mel and I set out on a roundabout adventure incorporating Vancouver Island, the Coquihalla to Jasper, the Icefields down to Banff (along which we nearly hit a goat trotting down the centre line), and whatever

continued on page 18...



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else seemed interesting along the way. The beauty of the western scenery was punctuated by impromptu detours as well as chance encounters with an Alfa GTV, a Bricklin SV-1, and an abundance of large bears! The summer heat, lack of A/C, and our commitment to sleeping in the car every other night may have conspired against our noses at times, but Mel and I enjoyed a marvelous journey with a great car, hilarious company, and awesome playlists.

Since traveling here from BC this spring, Kenneth has made trips to Ottawa, Montréal, Rochester, Windsor, Watkins Glen, northern Ontario, and probably a

few more places that I'm forgetting. For such a spartan vehicle, the 944 has proven itself to be a brilliant road trip car – indeed, by the end of the year we had covered more than 25,000km without a hiccup. The removable top more than compensates for the lack of A/C, and the modest 2.5L engine still sips as little as 8.5L/100km on highway journeys. The rear hatch offers ample space for luggage, blankets, and interesting beers found along the way, while the little foam spoiler makes for an excellent roadside picnic table. And after hugging you through mountain curves, those comfy sport seats can lay almost flat, offering a cozy cocoon for nights between popula-

tion centers (not that you should want to sleep much anyway, given that driving through the night means you get to do so with pop-up headlights).

Since joining PCA I've had the pleasure of meeting enthusiasts from all walks of life. While I initially worried that a Porsche club might turn out to be a clique of rich people unlikely to give me the time of day, I have been welcomed with some of the most warm and helpful arms I've encountered. Already, I have had the privilege of a glowing job recommendation from Mike Bryan and invaluable mentorship from our editor Randy, while Roger Stopford's growing transaxle special interest group has opened my eyes to just how many fellow dorks there are among UCR's ranks.



Just as I began drafting this piece, I even received a day-making email from Carl Wehniainen congratulating me on my new position as advertising manager for *Provinz*. I am enormously grateful to these and so many other members for their encouragement and generosity.

Although my girlfriend still laughs at me for being so affectionate toward my car, at least now I can prove that I'm not alone. I look forward to seeing you all in these pages as a writer and photographer over the coming months, and on the road come spring. Until then, I can at least relive the pleasure of driving through images, adjectives, and sitting in my parked car like a big dork. But hey, surely I can't be the only one who does that, right? 🚗

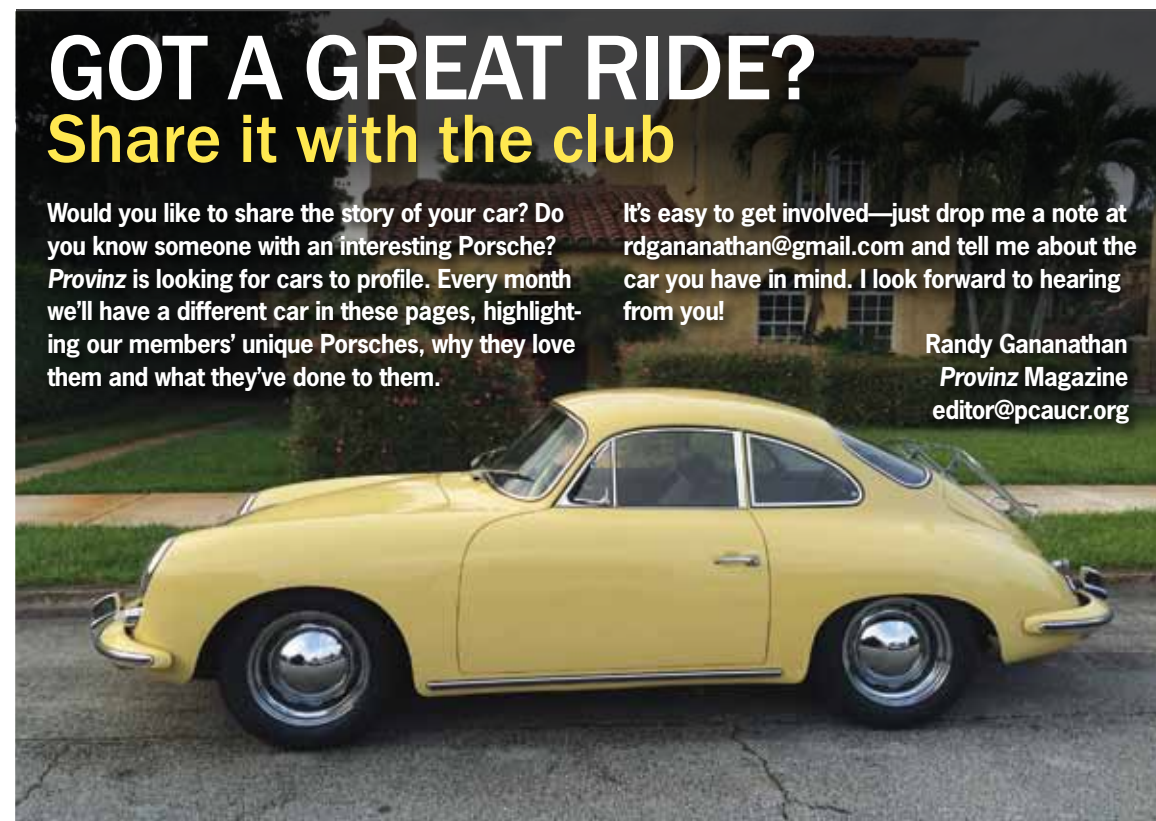


## GOT A GREAT RIDE? Share it with the club

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

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

Randy Gananathan  
*Provinz* Magazine  
[editor@pcaucr.org](mailto:editor@pcaucr.org)





# THANK YOU UCR

By Michael A. Coates

At the December Social, which was once again hosted by Pfaff Porsche in Woodbridge, I experienced some mixed emotions as this was to be my last official event as the Upper Canada Region's photographer.

After the November Social I had sat down with Mike Bryan, who was then still the Club's president, and told him my decision to step down – to retire myself. A couple of weeks later, I had lunch with Kathleen, who had just been elected the Club's newest president, and explained to her the reasons behind my decision.

What took me by surprise at the December Social was a presentation by Mike and Kathleen. I had photographed a few presentations and was patiently waiting while Mike introduced that last one so I could take the picture. I wasn't really listening so I'm not quite sure what it was he said that got my attention, but I suddenly realised he was talking about me. What an honour.

I'm much happier behind the camera than standing in front of one, and the whole thing seemed surreal leaving me somewhat speechless. However, I suddenly experienced what it's like for people when I have them jostle around, get closer, put on some happy faces, keep their eyes open, look at the camera – or as Mike puts it – it's like herding cats!

At the December Social it was a real surprise and a delight to see Patty Green. I hadn't seen Patty for many years and to see her at the December Social was somewhat befitting since Patty was the one who had gotten me involved as the Club's photographer back in 1999. Before we had actually met, Patty and I had talked over the phone and I recall her enthusiasm as well as being overwhelmed by all the acronyms she used – PCA – UCR – DE, and a whole lot more. And then there were all the Porsche car designations that all seem to start with the number 9.

It was the first Driver Education event of the year and Patty and I had arranged to meet at MOSPORT (as it was called back then). I was well acquainted with Mosport. I wouldn't even attempt to guess at how many laps I had put on that track over the years, plus, at the time I was also shooting for Performance Racing News and was already experienced as a trackside photographer. Anyway, after a long drive to the track to meet Patty, Mother Nature had rescheduled my priorities. I parked my car, ran to the old tower, up the short flight of steps, saying to the lady impeding my progress, "Don't stand between me a washroom!" A few moments later, now feeling relaxed and relieved, I met the same lady on the steps said I was looking for Patty



Green. "That me" she said – and here we were, 17 years later.

When I started with the Club, we were still well entrenched in the film era. At Club events, I was usually the only one with a camera, and very definitely the only one with two cameras. At the time, digital photography was still but a rumour that if real, was generally talked about it as nothing more than a novelty – a fad – a 'here today and gone tomorrow' thing. Even if digital photography proved viable, it was rumoured to be so cost prohibitive, no one but a few, would be able to afford one. The naysayers gleamed with self satisfaction - right up to when Canon brought out the first SLR digital camera with a 6meg sensor for under \$2,500. I sold all my film cameras, bought a Canon 10D sight unseen, and never looked back.

But times have changed and I thought it was time to change with the times. Over the past several years, the Upper Canada Region has experienced some incredible growth and the number of events has grown substantially. Too much for one person to cover it all. On some weekends, there have been multiple events taking place simultaneously. Today, as we all know, just about everyone has a camera in one form or another and I encourage people to take pictures, both for their own memories and/or to be submitted to the Club.

The sad part is, over the years I have met so many people and have made so many friends, it's tough to say goodbye, but Mike and Kathleen have left the door open by saying that I am always welcome to come out to events – plus, I have offered to help at the 2017 Can/Am Challenge.

So, all I have left to add is my sincere thanks to everyone in the Upper Canada Region for 'taking me in' as it were, despite the lack of Porsche ownership, and for making me feel welcome and part of the Club. As the Club's motto proclaims – "It's not just the cars – it's the people", and I have certainly experienced the sincerity of that over these past 17 years.

Thank you all so very much – Michael



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By Jason Figueiredo, UCR Member



**T**hinking of what to get your loved one this Valentine's Day? If you've ever wanted to visit Frank Lloyd Wright's architectural masterpiece "Fallingwater" in Mill Run, PA, then May 19-21, 2017 is your date. This tour will commence from the historic Prince of Wales Hotel located in the beautiful town of Niagara-on-the-Lake. From here, you'll navigate to and through the Allegheny mountain range to arrive in the vibrant city of Pittsburgh, PA. You'll check into a historic and luxurious downtown hotel for two nights within walking distance of the downtown historic cultural district.



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The group will come together that evening to enjoy a fine dining meal.

On the second day, you'll drive to Fallingwater to experience the In-depth Tour that lasts two hours. This tour is given once a day. Then, you'll drive through the Laurel Highland Region of southwestern Pennsylvania on your return to Pittsburgh for another evening of fine dining.

On the final day, you'll visit and tour another historical landmark that is unique to the western hemisphere and engage in a private two hour tour before cruising along another historic driving route to Ontario.

**COST:** USD\$1400 All Inclusive (3 days of guided private driving routes for 2 people, 2 nights luxury accommodations in Pittsburgh, 2 buffet breakfasts, Fallingwater In-depth tour tickets, secured parking, Surprise 2 hour guided tour on the last day).

\*Special overnight rate for Prince of Wales Hotel provided for registered members of this tour (if applicable). \* Max 10 cars.

**HOW TO REGISTER:** On the date of registration, please send Jason Figueiredo an email that you want to attend. Easy!

**REGISTRATION DATE:** February 1, 2017.

Contact Jason Figueiredo at Jasonfig993@gmail.com

**PLEASE NOTE:** Registration is NOT through the Club Registration site.

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# UCR HOLIDAY SOCIAL



Celebrating the holidays with good times, good cheer and our good friends.

By Kathleen Wong, UCR President Pictures by Michael A. Coates, UCR Photographer

We are truly grateful to our good friends at Pfaff Porsche - James Coats (General Manager), Ashley Berkel (Sales Manager), Laurance Yap (Director of Marketing), Alessandra Terzo (Marketing Co-ordinator), John Pera (Pre-Owned Manager) and Jeff Pabst (General Manager, Pfaff Auto-works) - for hosting our Social for 130 UCR members on Tuesday December 13. Libations, lots of gourmet sandwiches and much laughter set the tone for the evening. Many UCR members brought unwrapped toys to the event and Pfaff Porsche will donate the toys to the CHUM FM Toy Drive. Pfaff Porsche is also kindly offering 10% off parts and service to all UCR members!\*

Kathleen Wong, President of UCR, introduced the new Board of Directors and seven of the 10 Directors were present at the social: Mike Bryan (Past President), Michael Pohlmann (Vice President), Terrence Chong (Treasurer), Neil Dowdell, Peter Oakes, and David Walker. Kathleen then introduced two of the three Fun Run Co-Chairs, Peter Hoffman and Cynthia Wong, and 2017 Concours Chair - Randy Gananathan, who is also our *Provinz* Editor. Kathleen also thanked Mario Marrello (2011 & 2012 UCR President) and Sunil Sharma for their help with our online registration website [www.clubregistration.net](http://www.clubregistration.net) for PCA and UCR events.



2017 Concours Chair and Provinz Editor Randy Gananathan

It was a nice surprise when we saw two long-time UCR members at the holiday social - Gord McNeil, 1994 UCR President and Patti Green, 1995 UCR President! Mike gave a Past President's badge to Gord and welcomed Patti to our holiday social. Mike and Kathleen then presented a 30-year Membership Recognition Award to Botho and Susan von Bose, and a five-year Membership Recognition Award to Peter and Beth Oakes.

Mike and Kathleen also recognized Mick Oliveira, who has stepped down from the Club Race Chair role after organizing the Can/Am Challenge Club Race for UCR from 2014 to 2016. Mike and Kathleen congratulated Neil Dowdell, our 2016 Enthusiast of the Year. Neil has been an active member ever since he joined UCR in 2003. Neil has organized a number of Fun Runs and has worked on the grid at our Can/Am Challenge UCR Club Race during the past 11 years. Congratulations again Neil, and well deserved! Kathleen then recognized Michael A. Coates, UCR Photographer, who is stepping down after taking 180,000 pictures for UCR. However, Michael is still committed to take pictures for us again at our 2017 Can/Am Challenge Club Race, at Canadian Tire Motorsport Park ("CTMP") on August 4-6.

Ashley Berkel, Sales Manager, welcomed UCR members and talked about the new Pfaff facility, at 105 Four Valley Drive in Vaughan, which will open in 2017. Pfaff Porsche has been serving its customers at the current facility in Woodbridge since

continued on page 26...



Mike Bryan (Past President) and Kathleen Wong (President) presented the five-year Membership Recognition Award to Peter and Beth Oakes.



Mike Bryan (Past President) and Kathleen Wong (President) recognized Mick Oliveira, who has stepped down as 2014-2016 Club Race Chair.



Mike Bryan (Past President) and Kathleen Wong (President) presented the 30-year Membership Recognition Award to Botho and Susan von Bose.





Mike Bryan (Past President) and Kathleen Wong (President) recognized Neil Dowdell, 2016 Enthusiast of the Year

2001. Pfaff Porsche has grown so rapidly in the last several years that it needs a bigger facility to sustain its growth in the future. The landmark facility in Vaughan has over 100,000 sq. ft. of space with a large showroom area that features a heritage lounge and a classic car display, another display of over 30 vehicles, cutting-edge interactive exhibits and 32 service bays. It will also have a simulator in the showroom, so customers can experience the thrills of racing at various racetracks such as CTMP.

John Pera, Pre-Owned Manager, spoke to our members about the classic restoration program. The shell of a 1972 911 T, which was formerly owned by



UCR members brought unwrapped gifts for Pfaff Porsche to donate to the CHUM FM Toy Drive.

Canadian Motorsport Hall of Fame inductee, Horst Kroll, was displayed in the middle of the showroom. The vehicle is currently undergoing full restoration at Pfaff Autoworks and Pfaff Porsche. Pfaff Autoworks



The shell of a 1972 911 T was displayed in the middle of the showroom.



Kathleen Wong, UCR President, introduces the 2017 Board of Directors.

has already restored major sections of the body, including the floor, rear passenger area, door sills, and right front fender and door. More work still needs to be done to the front structure and left-side bodywork before the car is repainted in its original metallic green colour. Dave Draganac, Pfaff Porsche's certified Porsche Classic technician, has simultaneously been restoring the vehicle's mechanical parts, which include a full rebuild of its engine and its rare Sportomatic (clutch-

less manual) transmission. Pfaff Porsche expects to complete the restoration project in early 2017.

Laurance Yap, Director of Marketing, generously raffled off Porsche prizes, which included five 1:43 scale Porsche model cars (three Orey Fidani, two Christ Green), a set of Porsche espresso cups, a black Porsche coffee tumbler, a Porsche team cap and a Martini duffle bag !

Don Lewtas, UCR Ski Chair reminded us the UCR ski day will take place on Friday March 3rd at the Osler Bluff Ski Club. Hazel de Burgh, Street Survival School Co-Chair, pitched the two events that we are planning in 2017. About 100 "I.O.U. Gift Certificates" were distributed to members at the holiday social, so they can give them out as Christmas presents to young drivers with G or G2-licences and less than 10 years of driving experience. When the two dates of the school are announced, the certificate giver can register on behalf of the young driver and pay \$75.00 online, so the young driver can go for a full day of driver training in a safe and controlled environment. See <http://pcaucr.org/driving/street-survival-school/> for more information.

Kathleen closed the evening by thanking Pfaff Porsche's hospitality. She also thanked Kim Viney for

continued on page 28...



Ashley Berkel, Sales Manager, Pfaff Porsche



Mike Bryan (2015-2016 President) and Patti Green (1995 President)







**PORSCHE** ...continued from page 27.

helping with the online registration, Michelle Zhang-Gananathan and her nephew, Alex, and two family friends, Jenny and Yuki, for helping at the registration desk. She wished everyone a Happy Holiday, and good Health and Wealth in 2017.

*\* UCR members have to show their UCR membership card in order to obtain the 10% discount. If you have questions about what services qualify for the 10% discount, speak to Mike McCarthy, Pfaff Porsche's Service Manager.*



Mike Bryan (2015-2016 President) presented a Past President badge to Gord McNeil (1994 President)

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Photo by Hazel de Burgh



By Cynthia Wong, UCR Fun Runs Co-Chair

## The 2017 Season is just around the corner!

**O**ur 2017 Fun Run Program is coming together and we now have two events open for registration in March. These events fill

up to capacity fast so make sure you register as soon as possible. Fun Run events are open to all Porsche models – regardless of how many doors or passengers you have.

So, check your calendar and make your plans, then log in to [www.clubregistration.net](http://www.clubregistration.net) to sign up.

If you've never used this site before, search on the word "Canada" to find all of UCR's events, then click on "Register" for a description of each event that interests you, including costs.

And if you're interested in planning an upcoming Fun Run, please let us know via [fun-runs@pcaucr.org](mailto:fun-runs@pcaucr.org), or talk to a Board member at an upcoming UCR event. As an entirely volunteer-run club, our Fun Run Program is "fuelled by volunteers". There are many more dates coming for 2017, so keep watching and join in the fun!



## UPCOMING EVENTS

To help with your planning, here are brief descriptions of two events. Watch the club Website for the latest news.

### Sunday, May 7, 2017: Spring Port-to-Port-to-Port Fun Run

For our Spring Fun Run, we will be driving from Port to Port to Port along the Lake Erie coastline on a spectacular lake-view drive. We will pass through many towns that start with the word "Port", hence our Fun Run name. This is our "ERIE" way to start the season. We will stop a few times along the way to refill and empty our coffee, and have some great photo opportunities. Our final Port of the day will be Port Stanley, where we can walk the beaches, and have a great meal together to finish off our day.

**REGISTRATION opens:** Sunday, March 12, 2017

Please contact event hosts Mike Blinn or Rick Zuccato for more information:

Mike: [cmblinn@gmail.com](mailto:cmblinn@gmail.com) or 416 606 7816

Rick: [rjzuccato@gmail.com](mailto:rjzuccato@gmail.com) or 905 379 9416

### Friday, May 19 - Sunday, May 21, 2017: Fallingwater GT Tour

This tour will commence in the beautiful town of Niagara On The Lake. From here, we will navigate to and through the Allegheny mountain range to arrive in the vibrant city of Pittsburgh, PA. We will check into a historic and luxurious hotel in downtown for two nights to appreciate Pittsburgh's history, culture and fine dining.

During our 2 day stay in Pittsburgh, we will have excursions to visit Fallingwater to experience an in-depth tour of the facility and the grounds, tour another historical landmark that is unique to the western hemisphere and drive through the Laurel Highland Region of southwestern Pennsylvania, before returning to Ontario along another historic driving route.

Registration opens: Wednesday, February 1, 2017.

Please send Jason Figueiredo an email that you wish to attend.

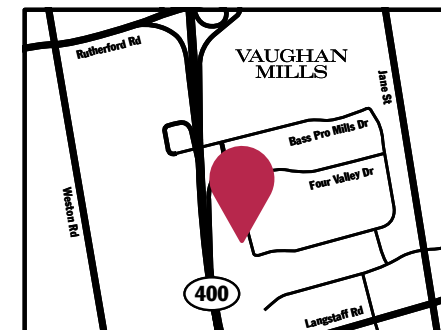
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# UCR SKI DAY 2017



Time to check & double-check your ski & boarding equipment!

By Don Lewtas, UCR Member and Ski Day Co-Chair

The PCA UCR Ski Day will be Friday March 3 at the Osler Brook Ski Club, near Collingwood. It is about a two-hour drive from Toronto. Skiing conditions were spectacular through January and given the strong base of snow, should continue to our ski day.

The private ski club provides some of the best ski runs in the area and the lack of crowds along with

with high speed lifts ensures an enjoyable time on the hill.

The cost of the lift ticket is \$80.00 payable to the ski club on the ski day. We will end the day with an après-ski wine and cheese at a nearby chalet. Registration is required through ClubRegistration.net

For further info please contact Don Lewtas at [dwlwtas@gmail.com](mailto:dwlwtas@gmail.com) with any questions.





PORSCHE CLUB OF AMERICA

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# PORSCHE ANNOUNCES NEW 911 GTS MODELS



Feature by Randy D. Gananathan, *Provinz* Editor Photos courtesy of Porsche Canada

## This recent Porsche press release explains the expanded model line

**P**orsche is expanding the 911 model line with five new GTS models: the 911 Carrera GTS with rear-wheel drive, the 911 Carrera 4 GTS with all-wheel drive — both available as a Coupé and Cabriolet — and the 911 Targa 4 GTS with all-wheel drive. The 3.0-liter flat-six cylinder with larger turbochargers delivers 450 horsepower, which is 30 horsepower more than the current 911 Carrera S and 20 horsepower above the previous, naturally-aspirated GTS model. All

GTS variants are equipped as standard with a seven-speed manual transmission. The seven-speed Porsche Doppelkupplung (PDK) dual-clutch transmission is available as an option.

More power, even greater performance 405 lb.-ft. of torque (37 lb.-ft. more than the Carrera S) further improves acceleration and responsiveness. Maximum torque is available between 2150 and 5000 rpm. Porsche Active Suspension Management (PASM) is included

as standard on all GTS models. The GTS Coupés feature the PASM Sport Suspension, which drops the ride height by 0.39 inches (10 millimeters) compared to the PASM suspension, which is standard on all 911 models including the Cabriolet and Targa variants of the GTS. The 911 GTS Coupé models accelerate from 0 to 60 miles per hour 0.2 seconds faster than the respective Carrera S and 4S Coupés. When equipped with the optional PDK (Porsche Doppelkupplung)



This photo by Elliot Alder, UCR Photographer

continued on page 36...





#### NEW 911 GTS...continued from page 35.

transmission, the Carrera 4 GTS Coupé takes just 3.4 seconds to reach 60 miles per hour. The GTS Cabriolet and Targa models reach 60 mph 0.3 seconds faster than the comparable Carrera S/4S Cabriolet or Targa 4S models. Top track speed of the GTS models is up to 3 mph higher, depending on the variant. The 911 GTS Coupé with manual transmission and rear-wheel drive is capable of 193 mph.

Typically GTS: Black elements accentuate the high-performance character. The GTS models distinguish themselves within the 911 model line not only in terms of technology, but also in their design: All GTS variants are based on the Carrera 4/4S body, which measures 72.9 inches (1852 mm), even on the rear-wheel-drive models. The new Sport Design front end with a spoiler lip painted in black emphasizes the high-performance character. Combined with an increased rear spoiler ex-



“The characteristic Targa bar, which is black with a satin finish for the first time, also gives the 911 Targa 4 GTS a very distinctive look.”

tension height, it reduces lift on the front and rear axle compared to the Carrera S models. Tinted tail lights, rear lid grill strips with a satin black finish and tailpipes in high-gloss black, which are part of the standard Sport Exhaust system, give the GTS a particularly striking appearance. A new black trim strip between the tail lights is featured on the rear-wheel-drive variants. A light strip between the tail lights is reserved for the all-wheel-drive models. Sport Design exterior mirrors, 20-inch center lock wheels painted in satin black, and black GTS logos on the doors represent further visual enhancements. The characteristic Targa bar, which is black with a satin finish for the first time, also gives the 911 Targa 4 GTS a very distinctive look.

New Porsche Track Precision app included with extensive standard equipment. The GTS offers a unique

interior. The stopwatch of the standard Sport Chrono Package is integrated as a central component of the dashboard. The included Porsche Track Precision App has been further enhanced for the market launch of the GTS models. Its features include automatic recording as well as a detailed display and analysis of driving data for smartphones. Standard Sport Seats Plus with GTS logos on the headrests provide increased lateral support and comfort. They are fitted with a combination of leather and Alcantara® that is highlighted with a new seat stitching. Alcantara® can also be found on the standard GT Sport steering wheel, the gear lever and the armrest. The brushed aluminum interior trim is anodized with a black finish.





# TRACKTALK



Photo by Michael A. Coates, UCR Photographer

By Dave Osborne, UCR Track Chair



Since there are only two Introductory Driving Schools, both scheduled for April of this season, I thought I should clarify what this program is for those who

are curious. IDS is a mandatory prerequisite to attending our Driver Education program. Despite many of us being in middle age it's often true that we haven't had any advanced driver education since we obtained our drivers licence back when we were sixteen years of age. I know I can become a lazy driver about two hours into any trip, so imagine the bad habits that we've adopted in the last thirty years!

Rarely do drivers who haven't had any specialized training sit or hold the steering wheel correctly. Lack of good driving posture and proper control of the car eat away at our margin of safety before we even leave the driveway. The IDS starts out with a classroom session showing you, our enthusiastic students how to sit, where to focus and how to enter and leave corners properly. As an advanced driver, you can assist your car in its performance by using smooth inputs and working with physics to limit wheel slip. Each student receives a glossy DE manual, filled with basic information, so you can refresh your memory of the lessons from time to time.

The lessons move to the Driver Development Track so that each student can experience the three in-car exercises that follow. The number of students is limited to 11 cars at each station so you can develop and practice your new found skills until you make some improvement. These stations are manned by our crew of skilled volunteer Instructors, who make the exercises fun and pressure free. These men and women are there just to help you have fun and master your skills behind the wheel. It's one of the few places that ending up backwards is pretty funny.

The first of the three exercises consists of a slalom and accident avoidance course, to develop your vision and steering inputs. Next, a circular skid pad is lubricated with water so you can learn to control your cars steering and adjust your course with throttle inputs. You can also end up backwards in complete safety! The last exercise is performed on a portion of the DDT and involves smooth entry and exit through a series of corners. You will have an Instructor in the passenger seat for this portion, so you can receive real time assistance and perfect your driving line. Our Chief Instructor also feeds you lunch so you will have time to share your experiences with the other students.

At the end of the day there is a short debrief to

make sure everyone got the most out of the day and then you receive your certificate of participation. This certification tells the Track Team that you have the basic skills needed to attend a track event without posing any undue risk to the Instructors or yourself. It's nice to know that the other drivers on the track all have the same basic skill level when you attend a DE. Even if you decide that DE is not for you, as a daily driver, you will have increased your margin of safety on public roads by understanding how to better control your car. Of course we highly recommend that you follow the IDS by attending at least one Driver Education Event and experiencing the true joy of driving your Porsche.

Once again, at midnight on New Year's Eve, our Registration Site opened—with our thanks to Peter Carroll, who manages it so well. Just like in past years there was a race to see who would get their names on the system first. Those who got the podium in that competition were an enthusiastic IDS student named Donato Martone—with a breathtaking time of 17 seconds—followed by two Black Run Group drivers—Daniel Perossa and Chris Ullyett—at 39 and 54 seconds, respectively. Driver Education is not racing in any form, however being first to sign up certainly is! Congratulations to each of you, your enthusiasm is what makes this program great. It wasn't just the top three who made a big impression this year, either. 422 individual registrations were received in the first 24 hours that the site was open. It's going to be another great year at CTMP.

Before I go, I wanted to mention that this article is a milestone for me. Not counting other things that I've written for *Provinz* over the years, this is the one hundredth Track Talk article. It means one of two things: either I've been doing this way too long or you're really starved for entertainment. I thought I would thank those who tolerate my wandering thought process, occasional rant and my one-sided arguments. Most of all I want to thank UCR for allowing me to be the steward of the DE program for such a long time. I'm truly honoured.

Sign up now and sign up often, the track season is coming!

Dave



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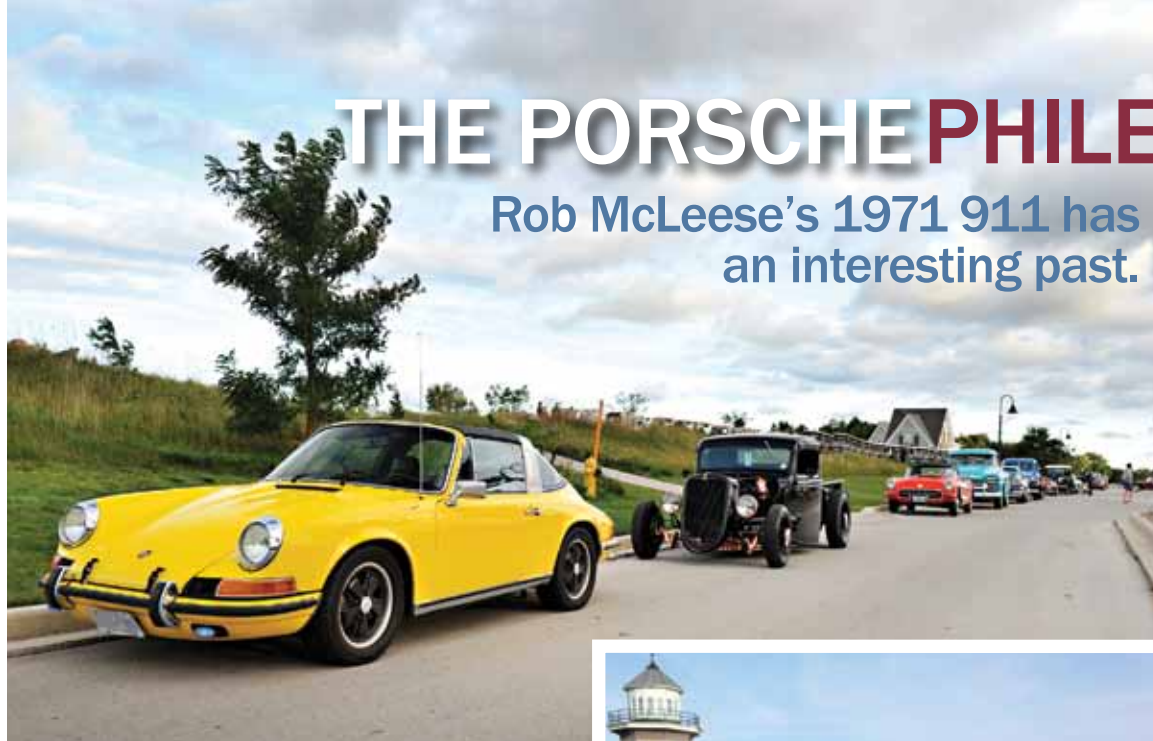
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# THE PORSCHE PHILE

Rob McLeese's 1971 911 has an interesting past.



By Robert S. McLeese, UCR Member

**M**y yellow 1971 911 E Targa has had a very interesting history. I believe I am the third owner, having purchased it through a friend, Phil Reese, at the Pomona Swap Meet in June of 1988. Phil and I were working in Southern California on a 47 megawatt biomass power project. I learned about Phil and his connection with PCA while I was stuck in an airport in Chicago, in November 1987. It turns out that he was PCA's Valuation Chairman and had been so for about 10 years at that time.

Phil purchased the car for us for the princely sum of US\$7500. My wife and I drove that car up the Pacific Coast Highway from Camarillo, California to San Francisco and then drove it across the United States back to Toronto. The repair bills for the whole trip amounted to the grand sum of US\$69. This car has been unbelievable. We have put over a hundred thousand miles on the car since we bought it. I have tracked it at Mosport several times. It is one of the best and most fun purchases I've ever made in my life. This car continues to delight both me and my family. When our twin boys were 13 years old and they got into the backseat one day, they said, "Dad, we are so cramped in here." I said, "I guess we're going to have to sell the car." They responded immediately: "It feels just fine back here thank you." Now the boys are 31 years old and still love the car and being able to drive it.

As you can see, we use this car as the lead car for the Participant Tour at the Cobble Beach Concours d'Elegance, held at Cobble Beach in September of each year. We would like to thank the UCR region of PCA which was a very strong contributor to our Club Car field this year, presenting approximately eight cars led by



Mike Bryan and Don Lewtas. (Don has shown two of his cars in the Cobble Beach Concours the first two years.)

I don't think we will ever sell this car as it is so much fun to drive and has brought so many great family experiences. We hope everybody has as much fun with their Porsche as we do. Come participate in the fifth annual Cobble Beach Concours d'Elegance—on September 17, 2017 and see the yellow Targa in action the day before leading the Participant Tour.



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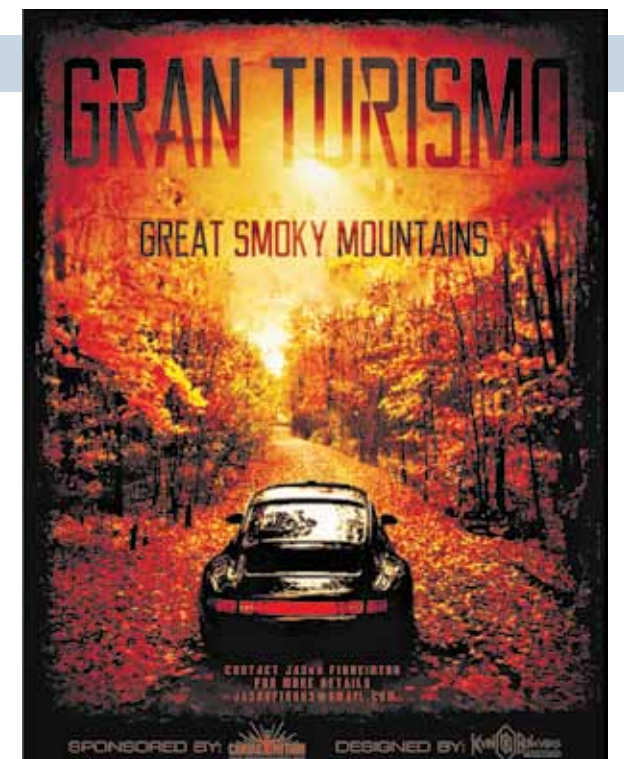
## SMOKY MOUNTAINS TOUR 2017

By Jason Figueiredo, UCR Member

**W**ith last year's tour selling out in 7 minutes, we return this year with a NEW Gran Turismo experience from SEPT 27–OCT 2, 2017. The Smoky Mountain region has some of the best driving roads east of the Rocky Mountains. Jason Figueiredo with his 993 and Joseph Aquilina with his 996TT will take you on a 6 day adventure. You'll visit The Rock and Roll Hall of Fame, drive through the UNESCO Smoky Mountain and Appalachian Ranges, visit 10 States and historical locations, overnight at luxurious boutique and historic hotels, and learn some history along the way. To provide you with an exclusive and intimate experience this Gran Tour is limited to 10 cars.

Please contact Jason Figueiredo to register at: [JasonFig993@gmail.com](mailto:JasonFig993@gmail.com). Registration opens: January 30, 2017.

**NOTE: Registration will NOT be processed through Club Registration.net**





# PERIPHERAL VISION



By John Adam, UCR Historian

In the middle of winter, with the wind howling, it's nice to dream about summer and Parade. This year, with Parade on the West Coast, we can also consider Treffen, a new PCA weekend event in Asheville, NC. A winter dream? Not really, it will soon be time to book our events.

Panorama carries the registration details for Parade 2017. Remember, Parade registration must be completed online. Be ready. There is always a capacity limit. Anyway, it's planning time and we need to arrive at Spokane, WA, in time for the events starting Sunday, July 9.

As well, if you want to join us for any part of the fun, we would be happy to have you come along. Put it on your new 2017 calendar. We had a great time when it was in Jay Peak, VT, last year because a lot of UCR members attended. It's not as convenient for us easterners this time around but still, it's not too bad – just a long flight. Delta seems to be the optimal carrier and I am waiting for a sale.

The eastern edition of PCA Tech Tactics is to be held February 25 & 26 in Easton, PA. It used to be a Zone 1 weekend in Connecticut. More technical and less social now. It's 700 km from Toronto, southeast of Scranton and west of Newark. Great winter event for those who

are technically inclined. No details were available at time of writing.

A past contender is coming up May 19/21 - a long weekend with Vancouver Island Region at Black Rock Resort in Ucluelet, BC. If you want to explore Vancouver Island, this is a great way to do it. We had great fun in past years and their event sells out in the matter of a day. Get the booking details from Vancouver Island Region and be sure to register on opening day.

Canada's biggest sports car race of the year returns to CTMP (Mosport) July 6/9. Though nothing official at the moment, there should be a Porscheplatz, as usual.

When you stop and think about the benefits of belonging to the Porsche Club, you realize time after time that "it's not just the cars, it's the people". So often they come to your rescue when you need help. Many throw themselves into the effort of making the club truly worthwhile. On the other hand, some join, stay a while and then drop out—nothing here for them. Getting involved makes a difference.

New people bring fresh ideas. Recycled old hands bring experience and stability. Which way is better? Your new Board is on the job and we have some of each. We look forward to a great year working together.

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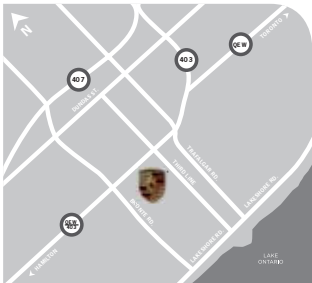


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