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THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA • VOL.41 No.412



JULY 2017
www.pcaucr.org

“Cayenne Pulls
Airbus A380”
P24





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

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See story on P24



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PRESIDENT'S FORUM



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

Our 2017 Driven2Smile event was a huge success on Friday June 2 at Canadian Tire Motorsport Park ("CTMP", aka Mosport). We had 80 UCR Black

and Red Run Group drivers who gave rides to 300 physically challenged children and their families, so they could experience the thrill of riding in Porsches. Driven2Smile is an annual event sponsored by UCR and organized by Del Bruce, who arranged the logistics of the day and the driving groups and Jill Clements-Baartman, who coordinated with the kids and the families. Given the impeccable planning and organization by Del and his track team (Dave Osborne and Stephen Goodbody) and Jill, the event went so smoothly and we had put big smiles on the faces of the kids and their families by the end of the event. Kudos to all volunteers who came out to the event. We are already looking forward to 2018 Driven2Smile!

We also had our Drivers Education event at CTMP on June 3 & 4. In a touching ceremony, Dave Osborne (track chair) presented our 2016 Instructor of the Year award to Marie Petermann, who accepted the reward on behalf of her late husband - Horst Petermann. Horst had been a longtime UCR DE instructor and he was a motorsport legend, racing Porsche 906, 910 and 911 between 1968 and 1977 at the 24 Hours of Daytona, Mosport, and Watkins Glen.

The Victoria Day Speedfest at CTMP kick-started the racing season. I went on Saturday May 20 to watch the GT3 Cup Challenge Canada by Yokohama and the Pirelli World Challenge. The 2017 GT3 Cup Challenge Canada features the new 991.2 GT3 Cup race car in the Platinum Cup class. The Gold class consists of the previous-generation 911 GT3 Cup car. Congratulations to the following Porsche dealerships for their podium wins at the Victoria Day weekend:

- DFC Motorsport / Speedstar Motorsport: Tim Sander-son (19-year UCR member and UCR DE co-chief instructor) came in second in Race 1 and first in Race 2 in the Platinum Masters class in the No. 07 DFC Motorsport-Speedstar Motorsport entry, representing Downtown Porsche and sponsor Harry Rosen.
- Pfaff Motorsports: Scott Hargrove won Race 1 and 2 in the Platinum class in the No. 9 Castrol-Pfaff Motorsports entry. During the qualifying session, Hargrove set a new lap record, 1:18.902. Shaun McKaigue (14-year UCR

member and PCA Club Racer) came in third in both Race 1 and Race 2 in the Platinum Masters class with the No. 34 FER-Pal/Aqua Pipe/Pfaff Motorsports entry. Orey Fidani came in second in both Race 1 and 2 in the Gold Cup class, with the No. 13 Orlando Corporation/Pfaff Motorsports entry.

- Policaro Motorsport/Alegra Motorsports: Michael de Quesada came in third in Race 2 in the Platinum class in the No.31 Insync/Alegra Motorsports entry.

Patrick Long and Jorg Bergmeister (two Porsche factory drivers) competed in the Pirelli World Challenge Sprint-X GT race, in the No.58 Wright Motorsports 911 GT3 R. The No. 58 car dominated the 30-car field throughout Race 1 until a yellow flag late in the driver change window provided the opportunity for the No. 8 Cadillac ATS-V.R to leapfrog the field and win the race. So, No.58 came in second. During qualifying, Patrick Long set the new lap record of 1:15.221.

Here are the upcoming UCR events for July:

Registration for these events (except Drivers Education) is at www.clubregistration.net

- Downtown Porsche will host a summer BBQ Social for our members on Tuesday July 11.
- Fun Runs and Rambles: The Grand Niagara-on-the-Lake Fun Run (hosted by Guenter Gamauf) is on Saturday July 8th and the Summer Muskoka Fun Run (hosted by James Biggar and Humberto Duarte) is on Friday July 14th.
- The 62nd PCA Porsche Parade takes place in Spokane, Washington, from July 9-15.
- Drivers Education events at CTMP, from July 22-23.
- Autocross at the Powerade Centre in Brampton, on Sunday July 30th.

Porsche recently reached a milestone with the one-millionth 911 - a Carrera S, in Irish green, following the original model from 1963. The 911 remains the top-selling premium sports car, with more than 32,000 911s delivered worldwide in 2016!

"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

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DRIVER'S SEAT



Randy D. Gananathan, Editor

Alles Gute Zum Geburtstag Kanada!

Did you notice our June and July covers featuring the Canada 150 logo? **HAPPY BIRTHDAY CANADA!**

Bought your Cayenne specifically for loading up at Costco? Think again, your Cayenne does more! Porsche Great Britain recently broke a Guinness World Record by pulling an Airbus 380 (cover photos) with a standard production Cayenne Diesel. They repeated the task with a Cayenne Turbo S. Read about Cayenne's achievement and model history on P24. Your editor was in the market for a new SUV in 2010 just when Porsche announced the redesigned 958.1 and surprised enthusiasts with a 3-pedal option. I immediately ordered one, sight unseen. Only 36 manual 958.1 crossed the Atlantic before it was discontinued, so I'm one of the rare Cayenne owners able to truly enjoy the "sport" aspect of this Sport Utility Vehicle. It's a keeper. I prayed for a 6-speed Diesel, and although word was that one would be imminent, only Tiptronic surfaced. I foolishly passed on it.

Dieselgate has doomed it as another collectible. Chat-ter now on the www suggests that quarantined Diesels may soon be released for sale. As a Diesel Automatic just smashed a world record, should I set aside my "automatic" phobia? Dreaming about a second Cayenne keeper addition to my family confirms my illness has not subsided! But the plot has thickened with Porsche recently accused of "steering input programming" (SIP) and Audi made to recall A7 and A8 Diesels built 2009-2013 by German authorities. SIP supposedly fools eTesting to show "sipping" gasoline consumption when not driven. Protecting the planet without excess nitrogen oxides could be my dreambreaker?

Parade commences July 8th and runs the entire week in Spokane, WA. We at *Provinz* submitted entries for the newsletter contest plus sub-contests for best cover and best feature article. Hope you voted for No. 34 in the online poll for the People's Choice Award for best cover?

Summer is finally upon us in the Great White North in July! We kept our furnace going through to mid-June this year! Lot's of UCR events make a Porschelicious Summer. Enjoy!

Randy

Write to me about everything: editor@pcaucr.org



CALENDAR OF UCR EVENTS

Jan	3	Tue	Board Meeting
	10	Tue	Social Islington Golf Club
Feb	7	Tue	Board Meeting
	14	Tue	Valentines Social - The Musket
Mar	3	Fri	UCR Ski Day Osler Bluff Ski Club
	7	Tue	Board Meeting
	14	Tue	Social - The Musket
Apr	4	Tue	Board Meeting
	11	Tue	Social - Islington Golf Club
	15	Sat	Introductory Driving School CTMP Driver Development Track
	23	Sun	Autocross - Powerade Centre
	25	Tue	Tech Session - Pfaff Autoworks
	29	Sat	Introductory Driving School CTMP Driver Development Track
	29	Sat	South Muskoka Spring Fun Run
	30	Sun	Shift into Spring - UCR Open House (427 Auto Collision, Etobicoke)
	30	Sun	UCR Spring Rally (ends at 427 Auto)
May	2	Tue	Board Meeting
	6-7	Sat/Sun	Driver Education CTMP Grand Prix Track
	7	Sun	Spring Port-to-Port-to-Port Fun Run
	9	Tue	Social - The Musket
	19-21	Fri-Sun	1) Porsche GT3 Cup (Start) CTMP 2) Fallingwater Tour, PA, USA
	28	Sun	Niagara-on-the-Lake Fun Run
	28	Sun	Street Survival School
Jun	2	Fri	Driven 2 Smile & Red and Black Run Groups - CTMP
	3-4	Sat/Sun	Driver Education CTMP Grand Prix Track
	4	Sun	Autocross - John D. Bradley Con- vention Centre (Chatham, ON)
	6	Tue	Board Meeting
	10	Sat	South Georgian Bay Fun Run
	13	Tue	UCR Business Meeting (6-6:30pm) Advertiser Awards Presentation & Social - All at Islington Golf Club
	17	Sat	Bear Manor Niagara Escarpment Poker Run
	25	Sun	Cars & Coffee 9:00 - 11:00 Pfaff Porsche New Vaughan Location
Jul	25	Sun	Ancaster Fun Run For 924/944/968 Cars
	25	Sun	Autocross - Powerade Centre
	4	Tue	Board Meeting
	8	Sat	Grand Niagara-on-the-Lake Fun Run
	8-9	Sat-Sun	Porscheplatz - CTMP

Jul	9-15	Sun-Sat	2017 Porsche Parade (62nd) Davenport Grand, Spokane, WA
	11	Tue	Social - Downtown Porsche
	14	Fri	Summer Muskoka Fun Run
	22-23	Sat/Sun	Driver Education CTMP Grand Prix Track (No NNJR)
	30	Sun	Autocross - Powerade Centre
Aug	1	Tue	Board Meeting
	3	Thu	Test and Tune day, CMTP
	4-6	Fri-Sun	Club Race: Can-Am Challenge
	5	Sat	The Great One Niagara-on-the-Lake Fun Run
	8	Tue	Social - The Musket Restaurant
	12	Sat	Oxford County Museums Ramble
	13	Sun	Autocross - Powerade Centre
	19	Sat	Blue Mountains Ramble
	26-27	Sat/Sun	Driver Education CTMP Grand Prix Track
Sep	1-3	Fri-Sun	Porsche GT3 Cup (Final) CTMP
	5	Tue	Board Meeting
	10	Sun	Autocross - John D. Bradley Con- vention Centre (Chatham, ON)
	10	Sun	Niagara Escarpment Fun Run
	12	Tue	Social - Porsche North Toronto
	17	Sun	Autocross - Powerade Centre
	22	Fri	Instructor Day - Red Run Group
	23-24	Sat/Sun	Driver Education CTMP
	24	Sun	Salmon Run & Fall Coastal Ramble
	27-03	Wed-Tue	Smoky Mountain Fall Tour
	30	Sat	Toronto Oktoberfest & Car Show
	30-01	Sat-Sun	Nickelball Tour
Oct			UCR Concours d'Elegance
	1	Sun	UCR Annual Picnic
			UCR Fall Rally (Ends at Concours)
	3	Tue	Board Meeting
	10	Tue	Social - Porsche Centre Oakville
	14-15	Sat-Sun	Driver Education CTMP
	15	Sun	Pfaff GTA Urban Circuit Ramble
	22	Sun	Fall Port-to-Port-to-Port Fun Run
	28	Sat	UCR Annual Banquet Islington Golf Club
	29	Sun	Autocross - Powerade Centre
Nov	5	Sun	Street Survival School
	7	Tue	Board Meeting
	14	Tue	Social, Members Annual Meeting
Dec	5	Tue	Board Meeting
	12	Tue	Holiday Social - Paff Vaughan

More Calendar Info at: www.pcaucr.org
Event Registration at: www.clubregistration.net



THE WAY WE WERE...

30 Years Ago

Provinz print run was now up to 500 copies. Roth-mans-Porsche series 944s were on the cover. After the pictured race, **Spenard, Goodyear** and **Adam** helicoptered to Malton so that they could board a flight headed for Le Mans. Membership was adding about 15 per month and we were up to 300. **Hans Gramlich, Paul Laurence, Rick Metcalfe** and **Alex Pankiw** joined, among others. **Howard & Benedetta Dexter** transferred in from Ottawa Region (now Rennsport). A report of 300 drivers at the Watkins Glen Zone 1 DE event, including 10 from UCR. Shannonville DE was now \$55 and events ran on a Friday. **Harry Bytzek** was to host a lawn picnic with car display in Kettleby.

25 Years Ago

Phil White “the wise” and his blow up doll Maggie were on the cover. Member **Scott Goodyear** came a close second at the Indy race by 4/100ths of a second. **Clive Van Wert** was set to drive **Botho von Bose’s** 911 to the San Diego Parade. **Mark & Angie Herring** welcomed 52 new members, among them **Kevin Kurnik**. DE was now \$170 for weekend events. **Phil White** “the wise” wrote a humorous article concluding that a two-seater Porsche is the only environmentally logical commuter car. There was to be a Chinese Auction headed by **Umberto Deboni** and a Fun Rally. **Bruce Farrow** reviewed the “Beginners’ Concours”.

20 Years Ago

Karl Thomson’s last issue as editor. The DE weekend rate was \$210. **Ron Bell** and **Johan Carnell** joined. **Andy Wright** and **Ian John** wrote a lengthy review of our Multi-Event Weekend and **Karl Thomson** reviewed the newsletter competition results—which we didn’t win.

Contributed by John Adam, UCR Historian



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NEW MEMBERS...Welcome!

Name	Location	Model	Thanks To
Allan & Diane Alls	Erin	04-Boxster	Greg Delfosse
Carmine & Michael Amatangelo	Woodbridge	03-911 C	Peter Sipsis
Kevin Arnsdorf	Toronto	00-Boxster	David Black
Christopher & Catherine Baldwin	Toronto	10-911 C4S	
Zsolt Bancila	Whitby	89-944 S2	
Cesar Lee Bautista	Toronto	17-Macan S	Downtown Porsche
Robert Beattie & Carolyn Cole	Toronto	17-Panamera	
Yakov Behar	Toronto	17-Macan	Downtown Porsche
Ibrahim Berro	Markham	17-Panamera 4S	Porsche of London
Amrinder Binepal	Brampton	07-Cayman	
Gary Brown	Port Perry	01-Boxster	
Andrew Buck	Toronto	17-Macan S	Downtown Porsche
Michele Carlone	Woodbridge	17-911 C	Porsche of London
Edward Cauchi & Ida Miljak	Brampton	05-Boxster S	Mantis Racing
Sukhdeep Chadha	Mississauga	14-Cayenne	Downtown Porsche
Kwai Wah Chaung	Mississauga	17-718 Boxster	Downtown Porsche
Brian Cheuk	Markham	17-Macan S	Downtown Porsche
Ocean Chow	Toronto	17-Macan GTS	Downtown Porsche
Edward Chow	North York	17-Cayenne	Downtown Porsche
Stephen Chow	Markham	17-911 C4	Downtown Porsche
Fernando Cipriano	Oakville	17-Panamera T	Porsche of London
James Cluett	Tillsonburg	17-Macan S	Porsche of London
Layah Cohen	Toronto	17-Macan GTS	Downtown Porsche
William Condon	Cookstown	03-Boxster	
AJ DeSantis	Windsor	60-356	
Jim Dibe	Toronto	17-Macan T	Downtown Porsche
Richard Dlugolecki	London	13-911 C	Porsche of London
Xinyuan Dong	Richmond Hill	17-Panamera 4S	Downtown Porsche
Vivian Everitt	Markham	15-Panamera 4S	Downtown Porsche
Bertram Franklin & Beata Kolata	Mississauga	10-Boxster	Mantis Racing
Steven Green	Toronto	15-911 Targa 4S	Downtown Porsche
Norman Groleau	La Salle	17-Macan S	Porsche of London
Ria Haque	Toronto	17-Cayenne	Downtown Porsche
Chen He	Thornhill	17-Macan S	Downtown Porsche
Chi-Hsiang Hou	Toronto	17-Panamera T	Porsche of London
Darren Jeans	Tilbury	09-Boxster	Porsche of London
Karen Jodoin	Toronto	14-Cayman	Downtown Porsche
Karen Johnston	Coehill	08-Boxster	Downtown Porsche
Robert Knight	Ayr	17-Macan GTS	Porsche of London
John Kraayvanger	Selwyn	10-911 C	
Erik Lau	Unionville	02-911 C4S	
Eric Lehto	Thunder Bay	83-911 SC	
Jiezhao Lin	Aurora	17-Cayenne	Downtown Porsche
Pat Liotti	Komoka	17-911 C	Porsche of London
Bai Liang Liu	North York	17-Cayenne	Downtown Porsche
Douglas Marshall	Toronto	17-Macan S	Downtown Porsche
John Matte	London	16-Panamera	Porsche of London
Arthur Matthews	London	17-Panamera T	Porsche of London
Sherry McCann	Dashwood	17-718 Boxster	Porsche of London
Brian McCombe	Mississauga	17-Panamera 4S	Porsche of London
Marilyn McKee-Brunet	Dunrobin	02-Boxster S	
Adel Meer	Toronto	17-Cayenne SE	Downtown Porsche
Marko Milicevic	Oakville	16-Cayenne	Porsche of London

Name	Location	Model	Thanks To
Fatemeh & Syed Moosavi	La Salle	17-Cayenne	Porsche of London
John Morrison	Mississauga	17-718 Boxster	Downtown Porsche
Bruno Nuzzi	Vaughan	16-Cayenne	Downtown Porsche
Aaron Andres Perez	North York	16-Cayenne	Downtown Porsche
Alex Petter	Listowel	17-718 Boxster	Porsche of London
Rachel Pfister	Thorndale	17-Macan	Porsche of London
Nick Prigioniero	Strathroy	09-Boxster	Downtown Porsche
Robbie Pryde	Toronto	17-Cayenne	Downtown Porsche
Sandra Racco	Thornhill	17-Macan	Downtown Porsche
Tobi Rammo	Toronto	13-Cayenne D	Porsche of London
Klaus Reif & Eva Kessel	Niagara On The Lake	07-911 T	Kevin Kurnik
M-John Rowe	London	16-Cayman	Porsche of London
Neena Sharma-Kendrick	London	17-718 Boxster	Porsche of London
Larry Sherman	Toronto	17-Cayenne S	Downtown Porsche
John Barrie Shingleton	Toronto	13-911 C4S	Downtown Porsche
Jordan Silver	North York	16-Cayenne GTS	Porsche of London
Adam Solecki	Acton	17-911 C4S	
Brenden Somerville	Toronto	16-911 C4 GTS	Porsche of London
John Sommerville	Tillsonburg	17-911 C	Porsche of London
Ivo Stanic	Stoney Creek	17-Macan	Porsche of London
Shirley & Arnie Stobnick	Toronto	10-Boxster S	
Derek Tan	Toronto	10-Cayman S	Downtown Porsche
Clarence Tong	Whitby	17-911 C4 Cab	Downtown Porsche
Nick Tsandelis	Waterloo	17-911 C4	Porsche of London
James & Tracey Tuck	Oakville	15-911 C	
Louis & Betty-Ann Valente	Windsor	17-718 Boxster	Porsche of London
Greg van Dalen	Calabogie	09-911 C	
Carrie Vokes	Port Elgin	17-Cayenne S	Porsche of London
Raymond Wan	Markham	17-Panamera 4S	Downtown Porsche
Jia Lin Weng	Richmond Hill	14-Cayenne	Downtown Porsche
Steven West	Nepean	14-Cayman	Porsche of London
David Williamson	London	17-718 Boxster	Porsche of London
Yuhong Zhang	Richmond Hill	17-Cayenne	Downtown Porsche
Nancy Zoeger	London	17-911 TS	Porsche of London

BACKFIRE: From Phil White, Past President

By The Former Old Phil White, Past President & UCR Member

As your ex-president, I do like to check in every 25 years or so. Everyone marks their life through significant birthdays. I was 69 a few months ago... so I will be seventy at the end of this year. The Porsche club has always been my first love. And, quite correctly, it is not it's not just the cars, it's the people. I happened by the McLaren dealership today, and was alarmed to see a "Historic Porsche," vintage 1989. That is two years newer than my first Porsche, a brand new 1987 Nine Hundred and Eleven! Obviously, I don't have long to go. The club has grown in numbers, despite my best efforts.

Computers were quite a novelty in 1991. (I too was quite a novelty) Apparently, there is some youngster in the UCR with the same name as myself. Many years ago, I was his first instructor. So, we had "Phil White" instructing "Phil White". Very amusing! Unfortunately, since then, I have always been referred to as "The Old Phil White". I would prefer the title Phil White - the Wise" (Note to Editor!) I'll get back to you all in 2017 + 25 = 2043ish? Yours Very Ever So, Phil White "the Wise"



ANNIVERSARIES... Congrats!

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

30 YEARS

Rick & Jacqueline Metcalfe
Leonard Smith

25 YEARS

Tommy & Anna Chan
Auguste & Penny Lecourt
Peter & Lucienne Weeks

20 YEARS

Frederic Drolet &
Marie Houde
Richard &
Jo Anne Hammond

15 YEARS

Serge & Giulia Delannoy
Andy & Michelle De Roos
Walter Halupa
Stephen Hummel
Lee & Monica Mondrow
John & Christine Sullivan

10 YEARS

Ivars & Jill Azis
Konstantin & Olga Dzubei III
Bob & Anita Ferrara
Diana Gurd-Trask &
James Trask
Chris & Juliet Kong
Bob Leeming & Diane Salt
Sean Tidd

5 YEARS

Jock Addison
Dave Barclay
Nora Bath-Haring &
Klaus Haring
Richard Emrich
Paulo & Karen Ferreira
Kai-Ching Fung
Bram Green
Matt Koole
Mark Maguire
Sandra & Benny Mendlowitz
Brian & Valerie Pring
Henry Tacons
Lesley Thouret
Michael Tsang & Andrew Wan
Tom Williams

Primary UCR Members

2776

Total UCR Membership

4076



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2017 DRIVEN2SMILE



From a UCR Volunteer's Perspective

By Peter Oakes, Board Director, Photos by Kathleen Wong, UCR President

WOW! What a great time! On June 2nd, the sixth annual driven2smile Family Fun Day was held at Canadian Tire Motorsport Park ("CTMP", aka Mosport). It was my first time at this UCR-sponsored charity event. Del Bruce and Jill Clements are the organizers of this great day for individuals with physical, cognitive, medical, sensory and/or social-emotional considerations and their families. The day included face painting, arts and crafts, games and activities, visits from Paw Patrol, lunch etc... and, of course, rides around the Grand Prix track with UCR volunteer drivers.

Seeing the kids, who have a variety of challenges, enjoying their adventure around the circuit made me proud to be a member of UCR and to help make driven2smile possible. The kids got so excited and were so happy to ride in Porsches and other types of vehicles. Of course, while

some kids were happy with a single ride, others got to go for three or four or more.

driven2smile is a UCR team effort - Del Bruce, Dave Osborne and Stephen Goodbody coordinate the track-side efforts with Jill Clements and her team managing the off-track activities. Thanks to the track team, particularly the UCR Red and Black Run Group drivers who drove the kids, and other UCR volunteers who pitched in. Also, thank you to the local fire service and tow truck operators for providing additional driving experiences for the kids! Who do you know who gets to ride in a Porsche, a fire and a tow truck, all in the same day!!

Pictures and videos from the current and past events are posted in the UCR gallery and on:

<https://www.tlc4u.ca/d2s>




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 2017, 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. 

JUNE SOCIAL WRAP-UP

UCR Members met on June 13, 2017 at 6pm for the Annual Business Meeting. Details of meeting results are posted on the UCR website.


The evening included the Inaugural Advertiser Appreciation Night where all *Provinz* advertisers were invited to join UCR members in a casual evening setting to befriend new customers and reconnect with their existing customers. The UCR Board awarded Certificates of Recognition to longstanding advertisers. 



Photo by Michael A. Coates

Coming Events

JULY SOCIAL:

Date: Tuesday, July 11, 2017, 6:00-9:00pm, BBQ at 7pm

Venue: Downtown Porsche, 68 Parliament St, Toronto, ON M5A 0B2

Downtown Porsche will once again be hosting a complimentary German-style barbecue and evening for UCR members and guests at their beautiful showroom in the heart of downtown Toronto. They've been hosting this annual event for many years. This is a great event for all of our members who work downtown. Brush up on your Porsche-brand knowledge as there's usually a quiz on Porsche trivia with some excellent prizes awarded for the correct answers. Come and see the latest models from Porsche and enjoy the camaraderie of your fellow Porsche enthusiasts.

AUGUST SOCIAL:

Date: Tuesday, August 8, 2017, 6:30-9pm

Venue: The Musket Restaurant, 40 Advance Rd, Etobicoke, ON M8Z 2T4

Join fellow minded UCR members at our favourite German Restaurant in Toronto to talk cars and everything about anything. The Musket features a mouth watering array of German specialities:


- Wiener Schnitzel / Franz Josef Schnitzel / Jaeger Schnitzel
 - Smoke Pork Chops / BBQ Pork Hox / Meat Platter for two
 - Rouladen (Rouladen or Rinderrouladen is a German meat dish, usually consisting of bacon, onions, mustard and pickles wrapped in thinly sliced beef which is then cooked.
 - Snacks: Musket Burger / Bockwurst / Bratwurst / Wieners
 - A wide selection of draught beers and other German adult beverages
- The Musket got its name from owner Helmut Enser's love for old muskets. Many muskets from his collection are on display around the restaurant. 



Photo by Dagmar RuehlPegg



PorscheCentreNorthToronto.ca

Porsche Centre North Toronto

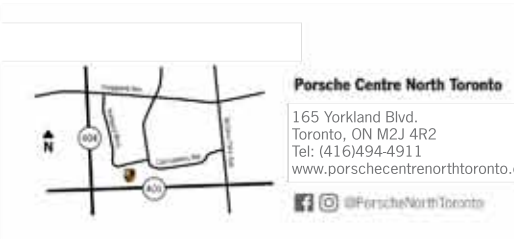
Conveniently located at the northeast corner of Highway 401 and Highway 404,

Porsche Centre North Toronto is a state-of-the-art facility featuring a 28

car showroom and 17 service bays designed to meet the needs of Porsche

customers. Driven by the desire to exceed customer expectations, our goal is to

provide an extraordinary and memorable Porsche experience like no other for the years to come.



VICTORIA DAY SPEEDFEST



2017 Ultra 94 Porsche GT3 Cup Challenge Canada by Yokohama opener foreshadows an exciting season

By Daniel Ponzini, Porsche Cars Canada, Photos by Kathleen Wong, UCR President

After more than an eight month wait, race fans eagerly welcomed back the Ultra 94 GT3 Cup Challenge Canada by Yokohama as the series dropped the green flag for round one and two at Canadian Tire Motorsport Park (CTMP) in Bowmanville, Ontario.

Hargrove takes two flag-to-flag overall victories

Round 1 featured a flag-to-flag victory by Scott Hargrove in the No. 9 Castrol-Pfaff Motorsports entry, followed by Zacharie Robichon of Mark Motors Racing and series newcomer Remo Ruscitti in the OpenRoad Racing entry.

Round 2 was another flag-to-flag victory by Scott Hargrove, with multiple passes behind him for an exciting race that witnessed Zacharie Robichon finish second and Michael de Quesada in the Alegria Motorsports No. 31 Platinum Cup car round out the podium.

De Angelis earned the top step in both opening races

Gold Cup results for Rounds 1 and 2 saw Roman De Angelis in the No. 78 entry of Mark Motors Racing entry on the top step of the podium and Orey Fidani in his No. 13 Orlando Corporation/Pfaff Motorsports entry finish in second in both races.

Enthusiasm was stronger than ever as a re-developed GT3 Cup car was welcomed to the

starting grid in the Platinum Cup while the previous generation GT3 Cup car now makes up the Gold Cup.

“It is inspiring to see the strength in the Ultra 94 Porsche GT3 Cup Challenge Canada by Yokohama continue to grow in the seventh annual season, also fueled by the new 911 GT3 Cup Car,” said Alexander Pollich, President & CEO, Porsche Cars Canada, Ltd. “Optimism, spirit, and excitement are overflowing as the teams and driving talent are all looking forward to the possibilities of the new season.”

Round 1: Saturday, May 20

The Ultra 94 Porsche GT3 Cup Challenge Canada by Yokohama competitors enjoyed some spirited competition Saturday as Round 1 of season competition kicked off at CTMP during the Castrol presents the Victoria Day SpeedFest.

Scott Hargrove, of Tsawwassen, BC, in his No. 9 Castrol-Pfaff Motorsports entry led the 16-car field from flag-to-flag to capture the overall and Platinum Cup victory. The 2014 Series Champion held off the No. 98 of Ottawa, ON, resident Zacharie Robichon of Mark Motors Racing by just over two seconds, and set the fastest lap in class on Lap 18 with a one-minute, 20.341 second lap on the technical 2.459-mile road course.

Robichon started the race in third position, but his opening gambit pushed him past the No. 31 of Michael de Quesada and Insync/Alegria Motorsports to slide



Above: On the podium with Alexander Pollich are #1 Marco Cirone, #2 Tim Sander-son & #3 Shaun McKaigue

Below: Patrick Long (Porsche) and Daniel Morad (Mercedes) head up the grid

into second place. He was immediately followed by series newcomer Remo Ruscitti from Vancouver, BC, in the No. 69 OpenRoad Racing entry and the two ran in lockstep throughout the 45-minute sprint to finish in second and third place in Platinum respectively.

Series veteran from Toronto, ON, Marco Cirone in the No. 88 Mark Motors Racing entry proved that he was once

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Left: On the Podium with #1 Scott Hargrove, #2 Zacharie Robichon, #3 Remo Ruscitti with Alexander Pollich.





Patrick Long drove #58 Porsche 911 GT3 R sponsored by Wright Motorsports

again on the championship hunt as he remained patient and consistent, gaining ground to round out the top five overall in Platinum and capture the Platinum Masters championship win.

Cirone was joined on the podium by second-place finisher Tim Sanderson in the No. 07 DFC Motorsport-Speedstar Motorsport entry representing Downtown Porsche and sponsor Harry Rosen.

Shaun McKaigue of Gilford, Ontario, captured third in Platinum Masters class in his No. 34 FER-Pal/Aqua Pipe/Pfaff Motorsports entry after a heavy battle for overall position with Gold Cup competitor Roman De Angelis.

De Angelis, in the No. 78 entry of Mark Motors Racing pushed his Gold entry into the thick of Platinum action running consistently in 10th overall or better throughout the race. The 16-year-old swapped positions several times with McKaigue as well as the No. 2 Platinum entry of Etienne Borgeat of Montréal, QC, running for Sesame/GT Racing. A native of Belle River, Ontario, De Angelis ultimately finished in eighth position overall and earned the Gold Cup victory.

Orey Fidani, of Woodbridge, ON, pushed his No. 13 Orlando Corporation/Pfaff Motorsports entry into the tight line of Platinum traffic and maintained a consistent pace to take the second step on the Gold Cup podium.

Borgeat, who started in 10th position on the grid and ultimately finished in sixth, earned the Yokohama Hard Charger Award for advancing the most positions in Platinum Cup competition.

Round 2: Sunday, May 21

The Ultra 94 Porsche GT3 Cup Challenge Canada by Yokohama series competitors kept their cool Sunday at CTMP under the looming threat of rain to complete a superb 45-minute sprint to complete the Castrol Presents the Victoria Day Speed-Fest weekend.

Scott Hargrove in the No. 9 Castrol-Pfaff Motorsports Platinum 911 GT3 Cup entry took his second overall and Platinum Cup victories and the points lead heading out of Rounds 1 and 2 of series competition. Hargrove once again led flag-to-flag, but the race was by no means quiet, as the field behind him continually shifted with multiple passes and battles for position.

Zacharie Robichon, running the No. 98 entry for Mark Motors started his race in third position, but made an aggressive pass early to gain a position on Remo Ruscitti in the No. 69 entry for OpenRoad Racing by Lap 2. He remained hard on Hargrove's heels throughout the race and ultimately took the second position on the podium for his efforts.

Alegra Motorsports pilot Michael de Quesada in the No. 31 Platinum Cup car started fourth on the grid and patiently stalked Ruscitti until he was able to move up to finish third in class on Lap 10 when Ruscitti made a slight error on track and lost two positions.

A tremendous battle for overall position was fought between Gold and Platinum Masters competitors Roman De Angelis in the No. 78 Mark Motors Gold Cup car, and Platinum Masters drivers Tim Sanderson piloting the No. 07 DFC Motorsport – Speedstar Motorsport entry representing Downtown Porsche and sponsor Harry Rosen,



Shaun McKaigue drove #34 Porsche 911 GT3 sponsored by Pfaff Porsche

and De Angelis' teammate Marco Cirone in the No. 88 Platinum Cup.

Cirone and Sanderson each capture a Platinum Masters victory

The three waged a fierce fight from the drop of the green flag with Cirone and De Angelis swapping positions three times throughout the race. Ultimately, Cirone suffered a spin in Turn 10 on Lap 17, dropping positions and giving the Platinum Masters victory to Sanderson.



Scott Hargrove drove #9 Porsche 911 GT3 Cup Car sponsored by Pfaff Porsche

Etienne Borgeat in the No. 2 entry for GT Racing fell into step behind Sanderson with Shaun McKaigue in the No. 34 FER-Pal/Aqua Pipe Pfaff Motorsports car immediately behind him to finish in second and third place respectively in the Platinum Masters championship.

While the war raged on between Sanderson and De Angelis, it was De Angelis who ultimately snuck by Sanderson with a hard-won pass with just four laps remaining in the race, to take fifth place overall, the victory for Gold competition and the Yokohama Hard Charger Award for

continued on page 18...



Orey Fidani drove #13 Porsche GT3 Cup Car sponsored by Pfaff Porsche

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

Randy Gananathan
Provinz Magazine
editor@pcaucr.org





Michael de Quesada drove #31 Porsche 911 GT3 Cup Car sponsored by Porsche Centre Oakville & Alegra Motorsports

advancing the most number of positions in class during the race.

Orey Fidani, of Woodbridge, Ontario in the No. 13 Orlando Corporation entry for Pfaff Motorsports was forced to start in the back of the field due to technical issues, however, he quickly advanced throughout the field to finish in 11th overall and second place on the podium in Gold competition.

The Canadian competitors will return to CTMP for the season finale in September. CTMP is the only circuit that hosts two event weekends for the Ultra 94 Porsche GT3 Cup Challenge Canada by Yokohama. The final two rounds of the 12-round series take place during the Chevrolet Silverado 250 weekend on Sept. 1-3.

The next event on the six event, 12-race calendar is a series highlight – the Formula 1 Grand Prix du Canada – June 9-11 at Circuit Gilles-Villeneuve in Montréal, QC.

The Ultra 94 Porsche GT3 Cup Challenge by Yokohama season will be highlighted with four televised races on The Sports Networks (TSN), Réseau des sports (RDS), and Motorsport.tv in Europe.

For more information on the Ultra 94 Porsche GT3 Cup Challenge Canada by Yokohama, visit: www.imsa.com and follow @IMSA on Twitter with the hashtag #GT3CAN.



Photo by George Wong

Above (L to R): Jorg Bergmeister, Desmond Tam, Patrick Long and Kathleen Wong

Below: Tim Sanderson drove #07 Porsche 911 GT3 Cup Car sponsored by Downtown Porsche and SpeedStar



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CARS & COFFEE



Story & Photos By Patrick Fong, UCR Member

It was a warm sunny Saturday morning, a welcome change from the dreary, rainy weekend before it. What better day to spend some time with other local Porsche enthusiasts than at the Cars & Coffee season opener event hosted by Porsche Centre Oakville. Coming from the east end near Pickering, it was a rather far trek to Oakville, but the early morning air and sun were perfect ingredients for a nice long cruise.

It has been many years since PCO started hosting the Cars & Coffee event and each year it seems to be bigger than the last. This year's season opener on May 13th was no exception. The event was scheduled to commence at 9 am. Arriving just shy of 9:15 am, the streets where PCO is situated were already filled up and lined with all different models of Porsches, joined by a couple

of other non-Porsche supercars. There were a few car spotters standing on the street, snapping away on their cameras and trying to capture the beauty of the parade of cars arriving. It was quite a spectacle. I ended up parking almost a block down the street but that didn't bother me because it was awesome checking out all of the different Porsches lined on the street while walking towards the PCO building.

What is great about these Cars & Coffee events is that there is always a large variety of models to drool over—from classics like the 1963 B-Coupe T6 to a 964 Turbo and also modern missiles like the 911 GT3s and the rare 911 R. However, there was one Porsche that I hoped to see but was not present. Is there any Carrera GT owners in the GTA? Because that would have been the sweet icing on the cake for me. Aside from the cars though, it was a great opportunity and a treat to connect with the owners and other Porsche enthusiasts over coffee and food. Even Alegra Motorsports driver Daniel Morad was there, mingling with fans! There was a camera crew there as well, interviewing the owners of some of the classic Porsches on display and making the whole event feel even more special. The organizers at PCO definitely have these events planned out well as they also opened up the garage area where we could see various brand new Porsches sitting on their hoists. I felt like a kid in a toy store when I walked inside, dazzled by the newest toys on display.



Inside the showroom, I noticed a little boy no older than 3 years old sitting in the driver seat of a brand new Jet Black Metallic 991.2 Carrera S. His father was beside him while the little boy grabbed the steering wheel and pretended to be driving. This reminded me that this event is not only for Porsche owners, but it is also a family event that welcomes future enthusiasts and is a great opportunity for father and son to bond over cars. I can't wait until my son is older so that I can bring him along to future Cars & Coffee events.

After grabbing my second cup of latte, some people

began to make their way out and I heard the musical sound of cold starts firing up one after another. I don't think there is really a need to have an audio system when you can listen to the Porsche engine sing—but that's just my opinion. It was after noon by the time most people departed, having enjoyed their coffee and the company of their fellow friends. Without a doubt, this had been another great and successful event, generously hosted by Porsche Centre Oakville for all to enjoy. I just can't wait for the next Cars & Coffee!



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By Daniel Bryan, *Provinz* Contributions Editor, photos courtesy Porsche Oakville

A Conversation with Porsche Centre Oakville's Sales Executive

Q: You sell Porsches for a living, a profession that many of us will surely envy. Tell me, how did you get to this point in your career?

A: My career in the automotive industry began 20 years ago, in Burlington, selling vehicles for GM's new division, Saturn. It was "A Different Kind of Car Company" and a different kind of car, featuring polymer body panels that wouldn't rust or dent; we demonstrated this to customers by ramming a grocery cart into the side of a model, right in the showroom! I then made the move to BMW and spent 12 great years with them. But my dream was always to be a part of what I believed is the best automotive brand, period—Porsche. So, in January 2013, I joined the Policaro Automotive Family at their Northwest Lexus dealership in Brampton, with my goal being to move to their soon-to-be-opened Porsche facility in Oakville. At Lexus, my professionalism, eagerness, and enthusiasm for the Porsche brand quickly shone through—and a few months later, my dream became a reality when our GM, Francesco Policaro, gave me word that I would be moving with him to Porsche Centre Oakville.

Q: You just mentioned that it had always been your dream to work for Porsche, or at least sell them. Specifically, what was it about the marque that you liked so much?

A: Thinking about Porsche, what immediately comes to mind is the German engineering, the racing heritage, the unbelievable quality and dependability. But most importantly for me, I think, was that I admired the passion that Porsche owners have for their vehicles and the brand. Plus, as a little boy, I had a Porsche poster on my wall!

Q: I can imagine that in your profession, it can be quite a challenge, in terms of product knowledge, when you move to a new brand. What's normally involved in familiarizing yourself with the product, and did you find your



introduction to Porsche any different to past experiences?

A: Reading through brochures and anything you can find on the Internet, and going for a few test drives is typical, but yes, with Porsche, things are a bit different. In July 2013, I had the pleasure of being sent by Porsche Centre Oakville to Germany, for my first Porsche training course, Introduction to Porsche (ITP). It's a course that Porsche requires all sales executives to take. I'd been a car enthusiast since I was little, so on the entire trip, and especially on our visit to Porsche's Stuttgart and Leipzig factories, I was like a wide-eyed kid in a candy store! I'll never forget the people on the assembly line, building the cars—mostly by hand—I could really sense the pride and passion they had for their product and job. Training also included a visit to the Porsche Museum to learn about the history and heritage of the brand, and finally, we drove the product on their test track, at Leipzig. The four-day whirlwind not only gave me a great start on what I needed to know, but also infused me with Porsche pride and passion, a necessity for me as the first point of contact for their customers. I now fully understood why we were flown all the way to Germany!

Q: So, what's it like, selling Porsches for a living?

A: It is truly an amazing environment. Being part of the Policaro Automotive Group and specifically Porsche Centre Oakville is like being part of a family. That feeling is not only experienced by employees but also by our clients, who visit us regularly. Whether their visit involves sales, service, or parts—or is just to stop by and see what's new while enjoying



Photo by Randy Gananathan

an espresso, we're always in touch.

I love meeting new people and getting them excited about the Porsche brand, and spending time with them getting to know them and their needs. Then we get to use the Porsche Car Configurator together. The vast array of options on offer can truly make their first Porsche a car that is made specifically for them and I feel lucky to be a part of that. Equally important (and fun) is the test drive. Nothing drives like a Porsche—and I love that it's my job is to show them what makes the Porsche DNA different from everything else. When new Porsche models are released, Porsche sends us to track events to experience the vehicle and compare it to other manufacturers' offerings. When we come back, we're pumped and excited to call our clients and share with them all the things the new Porsche has to offer.

Q: Given that the majority of Porsche models are sports cars, are winters at the dealership a slow period? For that matter, is there an especially busy time of year?

A: Spring and summer are always busy because people see Porsches on the road and on the track and start to think about one as their next car. But because about 85% of our clients custom order their Porsche from the factory, and it can take 4–8 months to receive (depending on the model and production schedule), we're actually busy right through fall and winter, taking orders for cars that will arrive in the spring. Cayenne and Macan sales are healthy all year. We always have customers who are specifically looking to buy a previously owned Porsche, which are in limited supply, so we're continually checking stock and letting clients know whenever an exciting new car that they may be interested comes in. Porsches tend to have outstanding resale value [Editor's note: Kelley Blue Book rated Porsche "Best Luxury Brand" in terms of resale value earlier this year] so we also get a lot of year-round repeat business from customers trading in their previous model for something different, or newer. Or, from customers eager to add to their existing Porsche family.

Q: I noticed that you, and many of the other PCO sales executives are also Certified Porsche Brand Ambassadors. Explain that to me—what does it mean, how do you attain it, and how does it set you apart?

A: In order to become a Certified Porsche Brand Amba-

sador, Porsche has us complete an intensive four-day training course called Porsche Global Certification System (PGCS). Recognized globally at any Porsche retail facility, it certifies that a sales executive has completed additional *customer-focused* knowledge and training, accepted and approved by Porsche AG. Every three years, we must be recertified. And that's all in addition to the regular product knowledge computer training courses and testing that everyone in the dealership must complete every few months, or whenever there's new information or new or redesigned Porsche models coming soon. Since starting with Porsche, I have completed 52 modules of training and testing. No other automotive manufacturer trains its staff like Porsche does.

Q: Porsche Centre Oakville will be celebrating its fourth anniversary this September. Thinking back, what have been some of the highlights, both personally and for the dealership as a whole?

A: The opening, for sure. Of course, people were happy that there was a new Porsche dealership in Oakville, but being brand new, there was still a lot to be done when we opened. We started with 24 employees, and we worked 12-hour days, seven days a week, for the first two months—making sure everything was perfect. It was a lot of work, but it was worth it in the grand scheme of things. It quickly became clear we had a great team and all got along well, having "gone through the trenches" together since opening day. The first few months were crazy busy, and I mean crazy! Everyone wanted to come and see the new Porsche dealership—people came in droves, every day, which was exciting. The buzz was incredible! Fast forward to present day, we now have in excess of 70 employees, organized, and knowledgeable. What we've created and achieved since our opening is really remarkable.

On a dealership level, some highlights off the top of my head: Porsche Centre Oakville was recently awarded Porsche's "Premier Dealer" status for the third consecutive year, an achievement never completed by another Porsche dealer in Canada. In March, we hosted 500+ Porsche enthusiasts for "An evening with Magnus Walker" – the legendary Porsche collector and rebuilder, and star of the 2012 Porsche documentary *Urban Outlaw*. [Editor's note: find it on YouTube if you haven't seen it.] Magnus signed autographs for five hours, never wavering—an embodiment of Porsche passion! Back in 2014, we hosted a fun 24-hour-long 24 Hours of Le Mans-themed event and then we won first place in Porsche AG's global marketing contest for dealership innovation for it! And, we continue to enjoy a successful racing partnership with Alegra Motorsports, sponsoring a championship-winning car and driver in the Porsche GT3 Cup Challenge Canada series, and now also, select races in the IMSA WeatherTech Sportscar Championship. This past January, it was fantastic to see a car with our name on it win its class at the Rolex 24 at Daytona!

Q: You're a PCA UCR member, so you own a Porsche. Is that your first P-car? Tell me about it, and how, if at all, selling Porsches for a living played a role in helping you make one become your daily driver?

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CAYENNE POWER



Cayenne pulls Airbus A380 to break Guinness World Record

Compiled By Randy Gananathan, Provinz Editor, Courtesy Porsche Press Room, Stuttcars.com and Wikipedia

Who would have thought that a Porsche might be involved in a Guinness World Record attempt that didn't involve speed? Well, that's exactly what happened recently when Porsche Cars Great Britain set out to break the "Heaviest aircraft pulled by a production car" record.

The only important performance number for any vehicle considering this feat is the torque figure, so a completely standard Cayenne S Diesel with 625 lb-ft of torque and a Turbo S with 588 lb-ft of torque were selected. They were both driven from the UK to France for the attempt, held at the Charles de Gaulle Airport in Paris on April 21.

Air France devoted its state-of-the-art engineering hangar and one Airbus A380 aircraft from its fleet of 10 to the project. At 645,835 sq. feet, the hangar is large enough to house over 3,000 Porsche Cayenne, or one very big aircraft; weighing in at 285 tonnes, the 73-metre-long Airbus A380 is the most sophisticated and largest passenger aircraft in the world. A Porsche Cayenne measures only 4.8 metres in length, so the

contrast between the two machines was striking.

The A380 would have to be towed at least 100 feet (30.48 m), the standard required by Guinness, in order to break the existing world record of 170.91 tonnes, achieved by a Nissan Patrol, in 2013. A special towing attachment was mounted to the Cayenne's standard tow bar for the attempt. Driven by Porsche GB technician Richard Payne, the S Diesel went first, towing the aircraft out of its maintenance hangar for a distance of 42 metres (138 feet) – a new world record by a margin of 115 tonnes! The Turbo S then repeated the feat. A Guinness World Record certificate commemorating the accomplishment was then presented to Porsche Cars Great Britain, accepted by Payne. Payne stated: "Our cars can go a bit beyond what our customers might expect"

Payne also said: "It did it – I'm so relieved! We don't usually go this far to test the limits of our cars but I think today we got pretty close. I could tell that it was working hard but the Cayenne didn't complain and just got on with it. My mirrors were quite full of Airbus, which was interesting. Our cars can go a bit beyond



what our customers might expect – they're designed to be tough. But even so, what the Cayenne did today was remarkable – we drove the car here from London – and I plan to drive it back home again, having towed an A380 in between. Credit should go to the team in Stuttgart who developed the car – they did a thorough job. I'm also very grateful to Air France and its engineers for their generosity in allowing me to tow their beautiful aircraft."

Tech Tip: Where's Your Cayenne Built?

Because of the high demand for the Cayenne, from 2015 on, the final assembly of the model is being done at the Volkswagen factory in Osnabrück, in addition to the Porsche factory in Leipzig. Pre-production (full-body assembly without drive-train) for both factories is still done by Volkswagen in Bratislava, Slovakia. How can you tell if the final assembly was done at Leipzig or at Osnabrück? Check the 11th character in the VIN – if it is an L, then it is Leipzig, if it is K, then it is Osnabrück (ex-Karmann factory, hence the K).

History: Sports Car + Work Horse

Porsche rocked the sports car world when the Cayenne sport utility vehicle was introduced in 2002 (with internal model designation 955, type 9PA). North American sales commenced in 2003. It was the first V8 vehicle built by Porsche since the 928 was discontinued in 1995. Both were water cooled and not flat boxer engines. Both engines are direct electronically fuel injected.

The first generation (2002–2010), was initially offered in a 3.2-L V6 base model that had 250 HP and 230 lb-ft of torque, with 0-100 km/h timing of about 7.5 seconds. A 290 HP/284 lb-ft torque engine replaced it in 2007.

The Cayenne S came out in 2002, initially powered by a 4.5-L V8 that had 340 HP and 310 lb-ft of torque. That was upped to a 4.8-L V8 in 2007, with a 380 HP/370 lb-ft torque engine. This engine was tuned to 399 HP/370 lb-ft torque in the 2008 GTS and 2010 S Transsyberia, a limited-edition street version of a Cayenne originally built for the 4,400-mile Transsyberian Rally. It was built for the road due to popular demand, and offered for one model year only.

The Turbo in 2002 was a 4.5-L V8 twin turbo, producing 440 HP/460 lb-ft torque. 2006 saw the debut of the Turbo S, with 510 HP/530 lb-ft torque, upped to a 4.8-L V8 with 540 HP/550 lb-ft torque version starting in 2008.

2007 saw the introduction of the Cayenne Diesel, introduced

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CAYENNE POWER...continued from page 25.
at the Geneva Motor Show. The 3.0-L V6 TDI 240 HP/410 lb-ft torque model didn't make it across the Atlantic.

Redone: Second Generation 958.1

Cayennes skipped the 2010 model year because Leipzig closed in December 2009 to retool for the second generation. Introduced at the 2010 Geneva Motor Show, the new Cayenne went on sale in April/May of 2010 as a 2011 model. Larger than its predecessors, it grew 72 mm in overall length and gained 40 mm in wheelbase width yet curb weight was reduced to 2,085 kg, making it almost 250 kg lighter than the previous generation. This remake was a big hit for Porsche.

An aerodynamically sloped windshield and more-slanted rear hatch combined with a more-sloping roofline, smaller rear windows, 911-style door mounted external rear view mirrors, and Carrera GT-inspired headlights to give the 958.1 a cool look on the outside. The interior was Panamera-inspired and vastly improved. The generous use of aluminum and magnesium not only reduced weight and improved fuel efficiency, but it propelled the car to 100 km/h in #.## seconds fewer!

The base 3.6-L V6 produced 300 HP while the 4.8-L V8 of the Cayenne S and GTS produced 410 HP. The twin turbo took the Cayenne Turbo to 490 HP and the Turbo S to 540 HP, using V8 engines that were shared with Panamera models.

Porsche began developing a Hybrid Cayenne in 2005

and first demonstrated a working unit in 2007. The Cayenne S Hybrid was introduced in 2010 and used a twin turbo 3.0-L V6 VW motor that produced a combined 328 HP from its engine and electric motor.

Encore: Second Generation 958.2 Face Lift

In July 2014, Porsche unveiled the world's first plug-in hybrid in the premium SUV segment. The Cayenne S E-Hybrid's combined gasoline + electric output produced 410 HP. Its all-electric range was stated as 18-36 km, under the EU guidelines. The power of the electric motor was more than doubled and top speed in all-electric mode is 125 km/h.

The facelifted Cayenne models launched at the Tartu Motorshow in Estonia in September 2014, and went on sale in North America that November as 2015 models.

All of the previous Cayennes had permanent 4WD systems but the 958.2 lost it in favour of improved fuel economy. Power to the front wheels is only engaged when it is sensed that the rears are slipping.

The 4.8-L Cayenne Turbo S reaches 100 km/h in 4.1 seconds! That's impressive for a 2,235 kg SUV.

Next: The Newest Cayenne in 2018

Porsche is currently applying its finishing touches to the newest 9XX designation, the third-generation iteration of



“Our cars can go a bit beyond what our customers might expect”



the Cayenne, expected to launch soon as a 2018 model. It will use the VW Group's MLBevo platform, a system also used in various recent and upcoming Audis, Bentley Bentayga, Lamborghini Urus, and VW Phideon and Toureg. Third-gen Cayenne interiors will bear similarity and share components with the newest Panamera family, introduced in the Spring, with high-resolution displays, haptic feedback controls, and the latest connectivity options for safety and infotainment.



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Photo by Randy Gananathan



A: Helping people buy a Porsche is what I do, from the first meeting with the customer to designing the build to confirming the order and to them taking delivery. Throughout this process, I see their eyes light up and their smiles go from cheek to cheek. After doing this a few hundred times, you can feel a bit left out! So, having decided that I wanted to become part of the Porsche family and experience the same feeling of delight, in October 2015, I took delivery of my first Porsche—a brand-new 2016 Panamera GTS. I must have changed the build three or four times (okay, maybe 10 or 11 times!) to make it my perfect build. And what a wonderfully engineered work of art it is! Even though I sell Porsches, it was only when I had my very own that I was able to truly appreciate the quality of the build and how excellent they are

to drive on a daily basis. After 18 months of ownership, it still gives me goosebumps when I start it up and hear the naturally aspirated V8 growl! I’ve never forgotten the old ads that said “Porsche, there is no substitute”—and I now know exactly what they meant.

Q: So it’s Porsche at home, Porsche at work—is it Porsche in your free time, too?

A: “Free time”, what’s that?! I collect model cars as a hobby, and as you might guess, there’s Porsches among them, with more to come, for sure. I’ve attended a few UCR Socials, but I haven’t yet found the time to fit in a Fun Run—that’s definitely next on my list! At work, we’ve held, attended and sponsored quite a few events both on site and off... the Marquis d’Elegance in Burlington, track days at CTMP, Joseph Brant and Oakville Hospital charity events that the dealership supports, and “Cars & Coffee” on select Saturday mornings in which owners of current and classic Porsches congregate and chat about their vehicles and experiences. I’ve participated in all these events and love doing so. It’s always great to meet and chat with Porsche owners outside of the dealership, in a more casual setting. So, even if I don’t have much free time, it is true what they say: do what you love and you will find it’s not work, but a pleasure.

Q: Any last thoughts you would like to share?

A: If you were the kid with a 911 Turbo poster or if it’s been your lifelong goal to own a Porsche—whether new or previously loved, come and see me or any of the other great staff at Porsche Centre Oakville. We’ll build your dream together!



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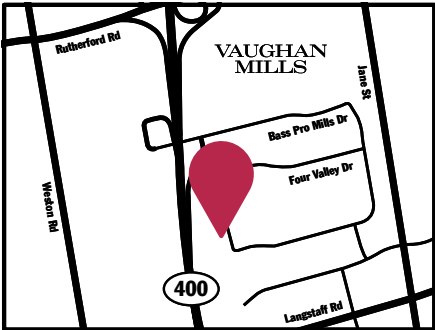


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NIAGARA RIVER FUN RUN

By Stefan Walther, PCA Member

Weather whiplash— Sunday, May 28 was one of those peculiar spring days in Niagara. At dawn, the sun had its job cut out with temps hovering around a cool 10 degrees and fog engulfing parts of Lake Ontario's southern shoreline including the lanes of the QEW where many PCA UCR members were piloting 911s, Boxsters, Caymans and other fine Porsches on the way to the Niagara River Niagara-On-The-Lake Fun Run.

The sun was fired up and slowly burning through the cloud deck by the time these 30 Porsches and their 55 occupants assembled at 10:30 a.m. Several 911 cabs and Boxsters already had their roofs folded.

After some intros, hellos and hugs – and, of course, the requisite safety briefing and waiver signing – the Porsches hit the road. With some ups and downs and minor snakes, they travelled through the village of Jordan and the Ball's Falls Conservation Area, before riding high atop the Niagara escarpment on Fly Road and then connecting to some more twisties. The rolling countryside was breathtaking.

The group paused for a buffet lunch at Henry Of Pelham winery. The sun was blazing bright and rather intense by this point. Club members enjoyed spicy grilled cheese, wild rice salad, buttermilk fried chicken with peach hot sauce, shrimp and lobster rolls, and more.

More S-curves and gentle grades, what Porsches are built for, were on tap after lunch as

the group headed towards Lake Erie, the start point of the curvy Niagara River Parkway.

We passed by the mighty Niagara Falls, already bustling with tourists on this late spring day. All week, the forecast had threatened rain and thunderstorms but the sun was out and the clouds were not. Humidity was fueling temps close to 30C, so nobody complained about the surprise refreshment break at Brock's Monument in Queenston Heights, where none other than the organizer's mom met the group with 60 bottles of cool water and Timbits—all of which was consumed quickly. Then it was off to finish the last few kilometres of the drive portion of the Fun Run.

The group and their chariots gathered in Niagara-On-The-Lake on the south lawn of Peller Estates winery for a mini car show and small tasting of three VQA wines. This included Peller's sparkling rosé, a refreshing treat on a hot day, as well as icewine, which the Germans invented but the Canadians perfected.



Photo by Stefan Walther

Photo by Stefan Walther



Photo by Stefan Walther

To top off a great day, a delicious dinner awaited at the fabulous Old Winery Restaurant: wood-fired-oven pizza slices for appetizers, salad or soup, a choice of housemade gnocchi, prosciutto-wrapped chicken or pan-seared salmon, and all of that was followed by chocolate crème brûlée for dessert. We even had the lower parking lot reserved exclusively for our Porsches, overlooked by our private dining room. Perfect.

If this drive sounds like fun, then be sure to check out the The Great One Fun Run on Saturday, Aug. 5 which follows the same awesome route but culminates at the newly opened (just in April) Wayne Gretzky Estates



Photo by Ted Youngs

Winery And Distillery at the entrance of Niagara-On-The-Lake for a private tour and private multicourse barrel cellar dinner. Be one of the first to visit Gretzky's new Niagara home, which includes a half-size ice rink complete with mini Zamboni! The cost is \$120 per person and includes the tour, the dinner, as well as all tax and even the 18-percent gratuity. A special parking lot is being reserved for our Porsches. This is the Saturday of the long weekend, so perhaps stay overnight in the area. The run starts at noon, the tour is at 5 p.m. and the dinner at 6 p.m. This Fun Run is already open for registration, so register early to avoid disappointment, we are accepting only 20 cars and as of press time already seven cars (with 14 people) have booked.



Photos by Ted Youngs



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FUN RUNS, RAMBLES & TOURS

EVENT DATE	EVENT NAME	HOST NAME	HOST EMAIL	MAX CARS	REGISTER	REGISTRATION START DATE
Sat, Apr 29th	South Muskoka Spring Fun Run	Peter Hoffman Humberto Duarte	peter@hwa-inc.com hjd@sympatico.ca	25	ClubReg	Completed
Sun, May 21st	Spring Port-to-Port-to-Port Fun Run	Mike Blinn & Rick Zuccato	cmblinn@gmail.com rjzuccato@gmail.com	15	email host	Completed
Fri, May 19th to Sun, May 21st	Frank Lloyd Wright Fallingwater Tour	Jason Figueiredo	jasonfig993@gmail.com	10	email host	Completed
Sun, May 28th	Niagara River Fun Run Niagara-On-The-Lake	Stefan Walther	stefan@ waltherenterprises.com	20	ClubReg	Completed
Sat, Jun 10th	Southern Georgian Bay Fun Run	Martin Hederich John Tsourounis	dr.flue@primus.ca jtsourounis@yahoo.com	30	ClubReg	Completed
Sat, Jun 17th	Bear Manor Poker Fun Run Niagara Escarpment	Vaughn Warrington	vwarrington@ worldsourcecurities.net	45	email host	Completed
Sun, Jun 25th	Ancaster Fun Run (924/944/968 cars)	Neil Dowdell	neildowdell@hotmail.com	15	email host	Completed
Sat, Jul 8th	Grand Niagara-on-the-Lake Fun Run	Guenter Gamauf	guenterg@rogers.com	15	email host	Sun, May 14th
Fri, Jul 14th	Summer Muskoka Fun Run	James Biggar Humberto Duarte	jbiggar@ counterpointfinancial.com hjd@sympatico.ca	15	ClubReg	Sun, May 21
Sat, Aug 5th	The Great One - A Fun Run to Niagara-on-the-Lake	Stefan Walther	stefan@ waltherenterprises.com	20	ClubReg	Sun, May 7th
Sat, Aug 12th	Oxford County Museums Tour & Ramble	Jennifer Beauchamp Randy Gananathan	rdgananathan@gmail.com	30	ClubReg	Tue, Jun 27th
Sat, Aug 19th	Blue Mountains Ramble	Hazel de Burgh Paul Biggin	hazel.deburgh@gmail.com pbiggin@sympatico.ca	33	ClubReg	Sun, Jun 25th
Sun, Sep 10th	Niagara Escarpment Fun Run	Stefan Walther	stefan@ waltherenterprises.com	20	ClubReg	Sun, Jul 16th
Sun, Sep 24th	"Salmon Run" Fall Ramble	Randy Gananathan Michelle Gananathan	rdgananathan@gmail.com	50	ClubReg	Sun, Jul 30th
Wed, Sept 27th to Mon, Oct 2nd	Great Smoky Mountains Gran Turismo Fall Tour	Jason Figueiredo	jasonfig993@gmail.com	10	email host	Sun, Apr 30th
Sat, Sep 30th to Sun, Oct 1st	Nickelball Tour	Greg Oldenburg, Dennis Centis	greg@oldenburginc.com dennis@centistile.com	30	ClubReg	Sun, Sug 6th
Sun, Oct 15th	Pfaff GTA Urban Circuit Ramble	Laurance Yap	lyap@pfaffauto.com	20	ClubReg	Sun, Aug 20th
Sun, Oct 22nd	Fall Port-to-Port-to-Port Fun Run	Mike Blinn, Rick Zuccato	cmblinn@gmail.com rjzuccato@gmail.com	15	email host	Sun, Aug 27th



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TIRE PRIMER

You can learn a lot from looking at your tires!

By Tony Backler, UCR Member, Photos by Randy Gananathan, *Provinz* Editor

When we check out a car, we often “ooh” and “ah” over its cabin and technical features. Likewise, we may pay critical attention to the performance and complexity of its engine. But we seldom give much thought to the specification of the tires. Perhaps we should, for as many auto writers have written: it’s these four patches of rubber that give us the thrills of driving and protect us from misadventure. And, if we take a closer look at the tires, there is a lot that can be learned from them.

In fact, all basic information about the tire is branded right on its sidewall! So, in this brief primer, we’ll get down to “tire level” and will look at four specific bits of tire information, in order to help you understand what each means.

ISO (METRIC) TIRE CODE

On the sidewall, you will find an alpha-numeric code sequence like “295/30ZR18” or “205/55R16”. What do these numbers mean? The first three numbers before the slash (“295” in that first example, “205” in the second) denote the section width of the tire, expressed in millimeters. It’s the distance of the cross section between the inner and outer sidewalls. In practical terms, it’s the width of the part of the tire that’s in contact with the road. Thus, a “295” section width gives you a contact patch nearly 12 inches wide.

The second set of numbers (“30” or “55” in my examples) denotes the aspect ratio of the tire. It is the ratio of the sidewall’s section height to its section width. Translated, it indicates how much cushioning the tire will provide. A lower aspect ratio means a stiffer tire, giving better, quicker steering response—while a tire with a higher ratio will have a taller sidewall, suited to absorbing more bumps. In my example, the “55” tire provides a more cushioned ride when compared to the “30”.

Next, you’ll see one or more letters (“ZR” and “R” in my examples). The letter “Z”, if present, is a speed rating, and indicates that the tire is capable of withstanding constant speeds in excess of 240 km/h. “Z” is the only speed rating that will appear within the tire code sequence—other speed ratings are marked elsewhere on the sidewall (see below). The letter “R” indicates that the tire is of radial belt

construction (most are these days). You may also see “RF”, indicating that the tire is a self-supporting run-flat, or a “ZRF”, indicating that it is a “Z”-rated run-flat tire.

The last two numbers (“18” and “16” in my examples) indicate the rim diameter, given in inches. If you’re tire shopping, you have to make sure you’re looking for tires in a size matching your rim diameter!

SPEED RATING

As mentioned above, a tire’s speed rating is listed separately—in what’s known as the service description area. This is typically located just to the right of the tire code and contains two numbers (the tire’s load rating) followed by a single letter (the speed rating). Popular higher-speed passenger car tire speed rating designations include:

- S = 180 km/h (112 mph)
- H = 210 km/h (130 mph)
- V = 240 km/h (149 mph)
- Z = Over 240 km/h (over 149 mph)
- W = 270 km/h (168 mph)
- Y = 300 km/h (186 mph)

TIRE MANUFACTURE DATE

The date of manufacture is a four-digit numerical code that usually appears in a frame, to the right of the DOT



stamping on the sidewall. The first two digits indicate the week of manufacture and the last two digits represent the year. For example, a “2511” stamping means the tire was manufactured in the 25th week of the year 2011.

With many tire specialists recommending that tires be replaced by the time they are seven or eight years old, date of manufacture is important to know, especially when considering the purchase of a used vehicle, or used tires. We need to remember that tire rubber weakens due to wear and tear, and due to exposure to ozone and sunlight. So, if the date on your tires reads “XX08”, you really should consider their replacement, even if they appear just fine!

It is important to note that a used car safety inspection does NOT take tire age into consideration. So it doesn’t matter if the tire is ten years old, it will pass provided that it meets all other conditions.

UTQG TREADWEAR, TRACTION, AND TEMPERATURE GRADES

The Uniform Tire Quality Grade standard (UTQG) area of the sidewall lists a passenger car tire’s treadwear grade, traction grade, and temperature grade. The treadwear grade is represented as a number such as “80”, “280” or “560”, and is relative to a base score of 100, representing a tire wear-tested by the US National Highway Traffic Safety Adminis-

tration, under controlled conditions. A grade of “200” would indicate that a tire is expected to last twice as long as the test tire, “400” four times as long, and “80”, for example, only 80 percent as long. Traction grades “AA” (highest), “A”, “B”, and “C” (lowest) are based on the tire’s straight line wet coefficient of traction across a test surface. Finally, a temperature grade is given as “A” (best), “B”, or “C” depending on the tire’s ability to dissipate or resist heat buildup when running at high speed.

Comparing grades can help you fit your car with tires that best suits your style and type of driving. Tire retailers often list the UTQG grades in the form “560 A A”. That example tells us the tire is durable, has a traction grade of “A”, and a temperature grade of “A”. Were a manufacturer to offer the same tire with improved traction (going from “A” to “AA”, for example), typically we could expect the tire’s durability to be compromised. The loss of durability is the price paid for softer, grippier rubber.

Hopefully, the above outline will have helped give you a greater appreciation for those four tires on your car and the role they play in providing enjoyment, performance, and safety while driving. To help them continue to serve you well, get down on your knees and check them out, on a regular basis. Keep your eye on them and they won’t let you down.




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TRACKTALK 105



Photo by Michael A. Coates



By Dave Osborne, UCR Track Chair

Just a quick recap of our June Driven2Smile charity event and DE; we had a great turnout at the Friday charity event and over 80 volunteer drivers.

It went off like clockwork so everyone had a great time. Some of the most popular rides seem to be the ambulance / fire truck and tow trucks! I'm thinking of joining the Fire Truck Club! We're really grateful that our service providers pitch in and join the fun. It's really a feel good day for everyone.

The Saturday and Sunday were a mixed bag of sun, cold, wind, rain and even a fog delay. As horrible as that all sounds, it was a great learning experience for our students as they got to experience many different driving conditions in a two day period. I think this year's students will be wet line certified by the end of this season. They are definitely learning to have respect for the track and their smooth inputs will serve them well in the future.

Both Chief Instructors led the Saturday evening Track Walk this year and it looked like a record crowd following them. Track Walks are one of the best ways to see all the nuances of the track surface. It allows you the time to stand in a corner and get professional advice on how to get the most out of your car. Porsches tend to smooth out the rough spots and speed will disguise the camber and elevation changes. Putting your feet to the ground is the best way to learn any new track. If you get lost you can just follow the beverage van!

Due to the great turnout we were able to add a Sunday give-away to the mix. We partnered with Brad at Braidan

Tire to have a draw for a \$1,600 gift certificate toward a full set of tires. As I pointed out to the crowd, the more people who support these events, the more we can afford to do for them. These aren't just driving events, but a great time to be social with other like-minded people. It was Jack Webb who had the matching ticket number and it was a very popular win. Jack has been a long-time supporter of UCR's DE program and everything else the Club does. I hope he enjoys all that new rubber!

The July DE will feature lunch time laps with the Hearth Cancer Centre. We invite the kids and their families to tour the track in Red Run Group cars and have lunch with us. This is one event that I wish there were no participants for, but since there is we can use our program to give them an opportunity they might not have otherwise. Our July Give-a-way will be event shirts and if Registration remains strong we may be able to all have lunch provided on Sunday. We will need to know in advance if you intend to bring a guest. I'll know how much it will cost for guests a few weeks in advance.

Next month is one of the most action packed of the summer as UCR hosts both the PCA Club Race and our August Driver Education event. These midsummer extravaganzas bring everything you could want in your enjoyment of the Porsche brand. This year the Club Race will also feature the Porsche Cars Canada sponsored GT4 category, so you can see this Cayman race series up close and personal.

The Club Race program starts on Thursday August 3rd with a Test & Tune day. This day gives the racers who have never been to CTMP the opportunity to learn the

track and tune their cars for the best performance. Tracks with our elevation changes can often present tuning challenges as the cars need to perform well while pulling steep grades. This new Test & Tune addition is followed by our standard three-day practice, qualify and race format with practice races setting the field for the main events.

There is no Advanced Solo Lapping component this year but the BMW Club Race will continue to be a part of our Club Race weekend. The UCR Club Race is an event that I never miss during the season. Not only do you get to see some of our own members compete, but you can volunteer to help host the event as well. Participation is great fun and gets you right into the action. Just contact the Race Chairman Terry Cassan at club-race@pcaucr.org and I'm sure he'll put you right to work.

I hope that the July and August Driver Education events will provide sufficient lapping time to keep everyone happy. Registration for the August DE closes five days after the Race on the 11th at midnight for the DE weekend of the 26th & 27th. Assuming we get some warm summer like weather for these events, you will get to experience an incredible amount of grip in the corners. Just make sure you keep a watchful eye on your tire pressures throughout the weekend.

See you trackside!

Dave



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By Neil Carpenter, Parent Photos by Hazel de Burgh, Street Survival School Co-Chair

I first learned of the Street Survival School program through Michael Pohlmann, one of the course instructors. When he told me all that was included in the one-day course for the \$75 cost, I knew I had to register our twin teenage sons. Like most teenage males of early driving age, they tended to be long on bravado and risk-taking, but short on good judgment and experience. Although our sons received their driving training through Young Drivers of Canada, we knew this was something altogether different... a chance for them to learn about accident avoidance manoeuvres and control recovery in emergency situations via one-on-one instruction from highly-qualified, volunteer coaches.

One of our sons (Mark) attended the program in May 2016 shortly after receiving his G2. Just as Michael Pohlmann had warned me, I endured a good deal of complaining en route and witnessed a general reluctance to

embrace what the day might have to offer. Nine hours later, his pushback was a thing of the past and his transformation was complete! Mark raved about the program, especially the fun he had behind the wheel, learning of his vehicle's capabilities and how to respond to different real world situations. He returned home and told his brother of the School's unique activities and said that he wanted to repeat the course. Clearly, the program had a profound impact on his view of driving. Over the course of the past year, Mark's become a competent, confident driver and I have no concerns being a passenger with him behind the wheel.



Our other son (Reid), following a year of subtle prodding from his brother, just completed the May 2017 Street Survival School. Although he'd had his G2 for about a year, he too thought it was a day well spent and had great things to say about the staff and the training. We are certain that Reid will become a better driver from having participated in the School as well.

We wanted our sons to become safe and capable drivers; that is the reason they were registered for the Street Survival School. Is this any different from what all parents would want for their son or daughter? The cost and the push-back are but a small price to pay for the peace



of mind you'll gain from the knowledge that your kid(s) completed this superb, 'above and beyond' driver training.

Editor's Note: Registration is open for the next Street Survival School on Nov 5. See the ad below for more information.



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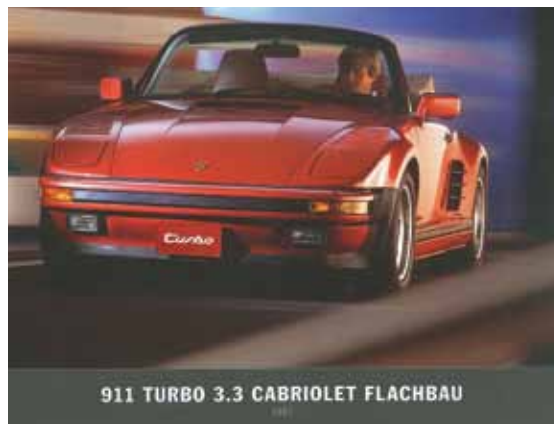


THE PORSCHEPHILE



A Porscheophile's Dream

By Helmut Brosz, UCR Member



911 TURBO 3.3 CABRIOLET FLACHBAU

Having become aware of a “red beast” of a Turbo S Targa RS last fall, I wasted no time paying a deposit and placing an order for one. Unfortunately, it has no model designation known to the dealer and so ordering one became difficult. I’m thinking it could be a very limited or special short production run, a Porsche one of a kind, or limited run of a rare model. My research suggests that in 1989, only 147 slant nose 930 S Turbos were made, 278 in 1988, and 200 in 1987.



My first Porsche was a green 1970 2.2 Litre 911T Targa, which after years of enjoyment got sideswiped and was written off in 1973. Its successor was a 1973 silver 2.7 Litre 911



Targa which had a habit of backfiring and blowing the plastic intake manifold on the CIS injection system. Nevertheless, we always liked the whoosh of air over our heads and the safety of the stainless steel covered roll bar that gave us a sense of security.

When Porsche announced that the 1980 911s were going to be 3 litres and 180 HP, it was time to upgrade to a new chocolate brown 1980 911 Targa with a rubber turbo-like rear spoiler. Upon taking it to Mosport for the first time, I realized that the stock suspension could not handle Moss’ Corner 5B without the car twisting itself into a pretzel.

I then placed an order for a 1981 Targa with a proper



Turbo rear spoiler on the condition that the order was self cancelling if the Turbo spoiler is not supplied. As no Turbo spoiler was supplied, the order was cancelled! I then sold the 1980 Targa and we bought a camper conversion van and a motorcycle for our recreational purposes.

After a 15 year hiatus of not owning a Porsche, I placed an

order for the 993 Twin Turbo. My Turbo was delivered by my dealer in 1995. In the following years, Targas and Convertibles and Turbos were available but no Turbo Targa. That makes me really sad!

Recently, three acquaintances of mine also disclosed their intention to order a Turbo S Targa RS from their dealer and we’ve been advised that the factory has our order/request under consideration. As we know, the current GT3 RS production sold out before they were even delivered. Several months have gone by and if we don’t get this car soon, I’m thinking that maybe we should consider the newly announced RUF Turbo Targa model with the 640 + HP. There’s always a Porsche to be bought!



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PERIPHERAL VISION

Choices have to be made...

By John Adam, UCR Historian

In May, we had to rush back from Europe in time for the DE weekend event. On our European travel itinerary we had to remove the possibility of a stay in Amsterdam. It was good to be back, although the local weather was nothing to shout about.

Parade is usually the social highlight of our year. We decided to skip the 2017 Parade at Spokane, WA, in favour of Treffen in Asheville, NC. Treffen is like a mini Parade and is the "coming thing" in PCA. The plan is for several Treffens per year. Treffen registration opened on May 24. When we saw the US\$395 registration fee, the US\$229 hotel rate and the US\$39 per person fee for each daily Fun Run, we said "No thank you." That is the same week we are getting back from Vietnam and Cambodia and we can easily do without.

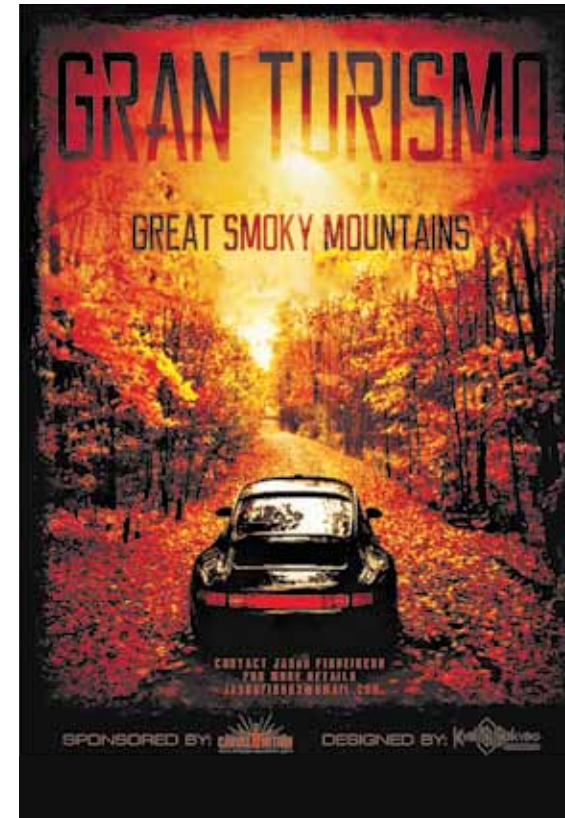
On a Friday in early June, we gave several hundred handicapped kids and their Caregivers a ride around the CTMP track. As usual, all of the Red and Black Run Group volunteered their time and it is always heart-

warming to see the smiles on the kids while the drivers are holding back tears. Great event. Glad to be back in Tower watching all the action.

It seems like only yesterday that our track events were getting under way. Actually, it was... Provinz deadlines being what they are. We always enjoy seeing our American friends and Rennsport members taking advantage of our CTMP weekends. In fact, they like our track so much, Northern New Jersey Region usually sponsors a CTMP weekend in July and has been coming to CTMP/Mosport since 1974. Because of DE booking conflicts at NNJR, CTMP 2017 had to be dropped but we have added that weekend to our DE program. This serves to protect the date in case NNJR can come next year. However, our booking is for two days rather than three.

Just like at a buffet, we just can't do it all... you have to make choices.

We look forward to seeing you at upcoming events. Stop by and say hi.



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