

provinz

THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA • VOL.41 No.411



JUNE 2017
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“The Millionth
911”
P24





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

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PRESIDENT'S FORUM



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

On Sunday April 30th, UCR held our 2017 Open House (aka Shift into Spring) at 427 Auto Collision, one of two Porsche Certified Collision Centres. Kudos to the D'Alessandro family – Ralph, the founder and his three sons, Lorenzo, Frank and John - for hosting this event for the fourth consecutive year and keeping our 350+ members warm in their 79,000 sq. ft. heated indoor facility. Thank you D'Alessandro family and thanks to all the vendors who participated in our Open House. Special thanks go to Kathrin Menge (Porsche Cars Canada) who brought beautiful Porsche posters of 911s and 918s for everyone. Congratulations go to Gregory Sachs - Open House Chair, Peter Helston - Sponsorship Chair and Mark Solomon - Parks Swap Coordinator for organizing a successful event. Sincere thanks to all event chairs who manned various tabletop display stations and helped in recruiting new members by pitching UCR activities to anyone new.

By the time you receive this June 2017 *Provinz*, we would already have completed our Driven2Smile event, now in its sixth consecutive year. 70 UCR Red and Black group drivers gave rides to 300 physically challenged children and their families at CTMP. Driven2Smile is an annual event sponsored by UCR and organized by Jill Clements-Baartman, who is a five-year UCR member. At some of our DE events this year, UCR instructors and members will provide lunch-time rides to young children with cancer at CTMP. These are great ways to give back to the community.

Here are the upcoming UCR events in June and July with registration for most of these events via www.clubregistration.net

- Our annual business meeting is on Tuesday June 13th at Islington Golf Club at 6pm to be followed by our Social and UCR Advertisers Appreciation Event at 6:30pm.

- On Sunday June 25th, Pfaff Porsche will host a "Cars and Coffee" event for our members at its new 100,000 sq. ft. facility in Vaughan from 9am to 11am. This will also be the official launch of Pfaff Porsche becoming the first authorized Classic Partner in Ontario, in a worldwide program of dealers capable of servicing older Porsches. Every Porsche in attendance at this event will receive a gift bag. Come join us for breakfast and bring your Porsches to display at the

mini Concours that Pfaff Porsche is holding for their customers and UCR members. Pfaff Porsche will be awarding prizes for winners in each class, such as 356s, old 911s, 924, 928, 944, 964, 968, 993, 996, and the list goes on. Attendees get to vote for the People's Choice Award for the best car at the event. Representatives from Porsche AG and Porsche Cars Canada will be on hand to meet Porsche owners.

- Neil Dowdell - UCR Director, holds a very special Ancaster Fun Run for 924/944/968 cars at 11:30am after the "Cars and Coffee" event at Pfaff.

We have four Fun Runs in June/July:

- South Georgian Bay Fun Run on Saturday June 10th, hosted by Martin Hederich and John Tsourounis
- Bear Manor Niagara Escarpment Poker Fun Run on Saturday June 17th, hosted by Vaughn Warrington
- Grand Niagara-on-the-Lake Fun Run on Saturday July 8th, hosted by Guenter Gamauf
- Summer Muskoka Fun Run on Friday July 14th, hosted by James Biggar and Humberto Duarte
- Porscheplatz is on Saturday July 8th and Sunday July 9th at CTMP (Mosport)
- Downtown Porsche hosts their famous annual summer BBQ social for UCR members on Tuesday July 11th
- There will be two Autocrosses at the Powerade Centre in Brampton: on Sunday June 25 and Sunday July 30th

At the New York International Auto Show in April, Porsche's 718 Boxster and 718 Cayman were awarded World Performance Car of the Year awards. Porsche also revealed the highly anticipated 2018 911 GT3, which has the new seven-speed PDK transmission as standard offering with the option to again be able to choose a six-speed manual transmission. It is expected that about one-third of buyers globally will opt for the manual transmission! Long live the third pedal!

"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

The new 2018 Porsche 911 GT3 has celebrated its debut on the Nürburgring with a lap time of 7 minutes, 12.7 seconds on the legendary Nordschleife. The track-bred 911 bested the time set by its previous model by 12.3 seconds. In the

last race before the 85th 24 Hours of Le Mans, scheduled for June 17th & 18th, the Porsche 919 Hybrids finished in third and fourth-places at the six-hour race in Spa-Francorchamps in Belgium. The trio of Earl Bamber (New Zealand), Timo Bernhard (Germany) and Brendon Hartley (New Zealand) lost time due to a slow tire puncture coming home in third-place. The sister car of reigning world champion Neel Jani (Switzerland), André Lotterer (Germany) and Nick Tandy (Great Britain) started from pole position but was unfortunate with the timing of two "Full Course Yellow" periods that neutralized the race.

They finished just behind their teammates. Hartley had the consolation of setting the overall fastest race lap to underline the 919 Hybrid's potential. But in Spa, over the race distance on this 7 km track with hilly terrain and 20 bends with a chicane and a bus stop, it was a pair of Toyotas that took the laurels. At home, Victoria Day Speedfest Weekend at Canadian Tire Motorsports Park features had two events to thrill us, the Pirelli World Challenge – SprintX and GTS plus the Ultra 94 IMSA Porsche GT3 Cup Challenge Canada by Yokohama. All Pirelli World Challenge Series information, audio and timing with scoring for each on-track session is available at www.world-challenge.com

We recognize Canada's 150th on the cover of this issue that features the 1,000,000 Porsche 911 built with full story on P24. Terry Cassan and Neil Dowdell introduce our Can-Am Challenge on P10 and Carolyn Stewart brings us a woman's take of her first track thrills. UCR held its first fun run of 2017 in April (P20) and Spring Rally (P30) that ended at the annual Shift Into Spring Open House (P14) attended by hundreds of members and visitors.

Keep the weekend of July 8 and 9 free for Porscheplatz during the Mobil 1 Sportscar Grand Prix!

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
			UCR Business Meeting (6-6:30pm)
	13	Tue	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
	25	Sun	Ancaster Fun Run For 924/944/968 Cars
	25	Sun	Autocross - Powerade Centre
Jul	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
	5	Sat	The Great One Niagara-on-the-Lake Fun Run
	4-6	Fri-Sun	Club Race: Can-Am Challenge
	8	Tue	Social
	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	UCR Picnic, Concours d'Elegance & Autumn Rally
	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...

40 Years Ago

Fourth newsletter, third editor of Porsche *Provinz*. President **Steve Rush** was on his way to Parade in San Diego. **Bernice Holman** and **Hans Halbach** represented Volkswagen at the social meeting at Boulevard Club. An Ottawa group was assembling to form a Region. Volkswagen provided Porsche Canadian sales by year, from 1958. Total sales 1958 to 1976 were 4,325 units with 3,105 of that in the previous five years. Zone 1 had 12 Regions and 1,731 members. The DE event at The Glen was limited to 308 drivers! Registration fee was US\$25

30 Years Ago

We were rooting for **Scott Goodyear**, **Bill Adam**, **Richard Spenard** and **Kees Nierop** at Le Mans. Parade was in Dallas and local organizers put their Porsche at the Adams' disposal for the week. The DE team was buying radios for Shannonville events. The Green Machine of **Joseph Fantl** made its debut at Mosport—today driven by **Andy Wright**. In financial news, Porsche AG said that the USA share of total sales surged to 63%, from 53% a year earlier. Total PCA membership had grown to 25,853 with the 123rd Region about to be chartered in Tulsa.

25 Years Ago

Howard Dexter had the UCR DE instructors out for training at Bridgestone Racing School at Shannonville. The novice program, initiated by **Howard**, was held at the Volkswagen facility in Ajax. **Charlie Goodman** wrote about DE schools and introduced his own race school. Concours was on the grounds of Eaton Hall, Seneca College, King City. Bruce Farrow's "Classic Porsches" column told us about vintage racing. Parade was in San Diego (again). PCA Club Racing was just getting underway at some US tracks. Feature stories by **Tom Brown** and Rally **Rick Metcalfe** were worth rereading

20 Years Ago

Karl Thomson was asking to be relieved as editor. The board was dealing with advertisers who had not paid their bills and activities that needed to break even. **Tom Brown** was promoting "Know Your Porsche" courses at Centennial College. A feature story covered the Boxster technical introduction held at U of T.

Contributed by John Adam, UCR Historian



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NEW MEMBERS...Welcome!

Name	Location	Model	Thanks To
Hanna Al-Khoulani	Mississauga	17-Macan GTS	Downtown Porsche
Hank Alsemgeest	Bradford	06-Cayman S	
Kelly Andrews	London	17-Cayenne GTS	Porsche of London
Joanne Armstrong	Kingston	84-944	David Osborne
Nicolas Arzoumanidis	Toronto	17-Macan GTS	Downtown Porsche
Ken Bantoft	Oakville	17-911 C4S	
Jianzh Bao	Toronto	16-Cayenne	Downtown Porsche
Paul Beniot	Ottawa	02-911 C Cab	
James Biggar & Michelle Doig	Toronto	15-Cayman	
Dave Bir	Mississauga	07-911 CS	John Sudnikowicz
Goran & Andrea Calic	Burlington	14-Cayman S	
Shailen Chande	Toronto	17-Cayenne SE	Downtown Porsche
Chris Chang	Newmarket	16-Cayenne	Downtown Porsche
Andrew Charabin	London	17-Panamera 4S	Porsche of London
Jonathan Choi	Stouffville	17-Macan GTS	Porsche of London
Jorg Cieslok	Campbellville	17-911 T	Downtown Porsche
Kevin Cross	Campbellville	75-914	Brent Cross
En Li Cui	Aurora	17-Macan	Downtown Porsche
Shari-Lynn Curran	Aurora	16-Cayenne	Downtown Porsche
Alex Duhon	Thornhill	10-Cayman	
Ehsan Ehsaei	Toronto	17-Macan GTS	Downtown Porsche
Franco Facione	London	17-Macan S	Porsche of London
Gao Feng	Toronto	17-718 Boxster	Downtown Porsche
Lily Fu	Kleinburg	17-Macan GTS	Downtown Porsche
Radek Garbowski	Toronto	16-Cayman GTS	
Carolina Gardiner	London	17-Macan GTS	Porsche of London
Norman Groleau	La Salle	17-Macan S	Porsche of London
Kalman Guerevich	Thornhill	17-911 CS	Downtown Porsche
Christopher Guerreiro	Toronto	16-Cayman	
Paul Hammill	Burlington	17-Macan	Porsche of London
Meixaun Hu	London	17-Macan	Porsche of London
Bill Hurst	Kitchener	87-911 c	Steve Bisbee
Jey Jesuratnam	Toronto	05-911 C	G-Tek Automotive
Brian Jordan	Brantford	03-911 C	Mike Blinn
Nickolas Kabitsis	Toronto	04-911 C4S	
Carmela Kapeleris	Mississauga	14-911 C4S	Gunter & Mike Blinn
George Kerhoula	London	74-914	
Douglas Kim	Burlington	17-Macan S	Porsche of London
George Koppert	Windsor	17-911 CS	Porsche of London
Vic Koraian	Etobicoke	86-944 T	Mantis Racing
Claude Kortas	London	17-Macan GTS	Porsche of London
Gary Kulesha	Toronto	17-911 C	Downtown Porsche
Leo La Plante	Aurora	10-Panamera 4S	
Michelle Lam	Aurora	17-Cayman	Downtown Porsche
Pik Wah Li	North York	17-Macan	Downtown Porsche
Mingu Li	Kanata	10-Cayman S	Porsche of London
Steven Libfeld	Toronto	89-911 C	
Jingsying Liu	Toronto	17-Macan	Porsche of London
Michelle MacDonald	Hamilton	10-Cayenne	
Simi Mahajan	Woodbridge	17-Macan	Porsche of London
Mansoor Mahzoonhaghighi	Richmond Hill	17-Macan	Downtown Porsche

Name	Location	Model	Thanks To
Raj Malik	Shanty Bay	16-911 C4 GTS	Porsche of London
Martha Maznevski	London	08-Boxster S	Porsche of London
Jeff Mills	Minesing	09-911 T Cab	
Paresh Mistry	Stouffville	09-911 C	Surish Mistry
Mike & Carlo Muraca	Kleinburg	04-911 T Cab	
Anthony Nichols	London	17-Macan S	Porsche of London
Helen Paton	Toronto	17-911 CS	Downtown Porsche
George Potts	Delhi	09-911 C4	Downtown Porsche
Erwin Rivera	Oakville	06-911 CS Cab	Russell Chan
Jim Rose	Cambridge	17-911 CS Cab	Porsche of London
Christine Runstedler	Kitchener	17-Macan	Porsche of London
Adam Sax	Toronto	10-911 CS	
Gordon Shibuya	Toronto	16-Panamera SE	Downtown Porsche
Peter Sibeth & Kam McCormick	Toronto	76-911 T	Piero Mezzera
Paul Singh	Kitchener	17-Macan	Porsche of London
Mark Twist	Toronto	11-911 C4S	Tom Hanson
Jake Vecchiarelli	Toronto	17-Macan	Downtown Porsche
Jindi Wang	Toronto	17-911 C4S	Downtown Porsche
Hang Wang	Markham	17-Cayenne	Downtown Porsche
Carol Why	London	17-Macan S	Porsche of London
Andrew Williams	Etobicoke	17-Macan GTS	Downtown Porsche
Justin Wu	Toronto	07-911 T	
Bo Yang	Brampton	07-911 GT3	
Christina Zawierucha	Etobicoke	13-Panamera	Downtown Porsche
Yiran Zhao	Richmond Hill	17-Macan GTS	Downtown Porsche
Moya Zong	Toronto	17-Panamera 4S	Porsche of London
Ryan Zwolinski	Toronto	06-911 C Cab	

ANNIVERSARIES...Congrats!

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

30YEARS

Sten Palbom & Debra Stewart
Alexander & Kathy Pankiw

15YEARS

Larry Grzebinski
Peter Martinakis
Brad & Irene Parker

10YEARS

Brandon Balogh
Michael Deinhart
Weyman & Warren Jang
Donald Lowes
John Mahood
Richard Moulton & June Rogers

5YEARS

Andrew Christodoulo
Brent Coles & Kathleen Rawson
Gunter Deess
Rob Douglas
Roger Jaipangas
Timothy & Wendy Leeder
David & Sabrina McCaskill
Donald Rowat
Peter & Elaine VanderHelmey

Primary UCR Members

2725

Total UCR Membership

4011



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CAN-AM CLUB RACE WEEKEND OUTLINE

Some exciting changes to our Can-Am Club Race, August 4th to 6th

By Neil Dowdell, Can-Am Race Team & UCR Board Member

This year brings some exciting changes to our Can-Am Club Race. Co-Chaired by Terry Cassan and Walter Murray, the event begins with:

- Thursday is Test and Tune Day on August 3rd. Drivers want to optimize their cars performance and those drivers new to CTMP (Mosport) will take advantage of the day!
- Friday the real fun begins with practice, qualifying and sprint races for all the cars.
- Friday night we are hosting the Canada 150 Tailgate Party for drivers, crews and our volunteers!
- Saturday gets serious as the racers vying for trophies in a series of sprint races.

- Saturday night we hold our club banquet and trophy presentation in the Canadian Tire Motorsport Park hospitality event centre. Some 250 drivers, crews, marshals and volunteers will sit down to a hearty meal and some Fun!
- Sunday continues with extended length endurance races.
- Upper Canada Region is extremely fortunate this year to be able to host the Cayman GT4 Clubsport race series for the 1st time in Canada!
- UCR members are encouraged to come out and spectate at the various corners around this world-class circuit.

Photo by Randy Gananathan, Provinz Editor



Come and race with us at Mosport, one of the most challenging, legendary race tracks in the world; and now a world class racing facility.

Join us and race, volunteer or just hang out. we've got a great event planned; four race groups, including BMW's and the first GT4 Clubsport Series race in Canada. There's a separate Thursday Test and Tune and Canadian hospitality throughout.

For more information contact:

Terry Cassan: club-race@pcaucr.org
<http://pcaucr.org/driving/club-race/>



2017 CAN-AM CHALLENGE

The 22nd annual Can-Am Challenge Club Race runs August 4th to 6th

By Terry Cassan, 2017 Club Race Chair

Ladies and Gentlemen, start your engines! Well, I probably won't ever have the chance to utter those famous words at the Indianapolis Brickyard—but I am thrilled to be on the organizing committee for our 22nd annual Can-Am Challenge Club Race at the equally world famous Canadian Tire Motorsport Park, with acronym CTMP. It really is a great place for racing and watching.

I had been working on the Club Race grid for the past 10 years, a low-key job that entails getting the cars and drivers lined up in order and on time, to keep the races running on schedule. It's somewhat akin to herding cats, if cats weigh 2,500 pounds and their tails are on fire. So, this year I was offered the chance to step down and be the race chair. I should have read the fine print! Luckily, we have a great team and with a lot of help from our Club Race Committee of Walter Murray, Neil Dowdel, Brion Charters, Matt Distanfano, Renata Weidner, Isi Papadopoulos, Alan Lewis, Steve Revoy, and Kathleen Wong—we will have a great weekend of first-class racing.

Our Club Race this year will again be a joint venture with the BMW Club of Canada, Trillium Chapter. New this year will be the introduction of the Cayman GT4CS East Series Races. This is the second year for the Cayman GT4CS Series and ours will be the first race outside of the USA. PCA will have two run groups and there will be one run group each for BMW and the Cayman GT4CS Series. Practice on Friday, Sprints on Saturday, and the Enduros on Sunday. This is going to be a great weekend of racing. Also, new this year will be a Test & Tune day on Thursday for the race teams, run under PCA DE Rules.

And what do you think happens when the track shuts down for the night? Any sensible person might think the racers head off for a good rest, in order to be ready for the next day. Well they do, eventually, but before that, they tend to get together and retell the day's events with as much colour as they can get away with. I'm a fisher and have been known to tell big stories but listening to these guys really is a master class! Our role here is to provide a safe place for this retelling—so we will again be hosting a fine dinner and awards evening on Saturday, in the spectacular Events Centre that overlooks the Esses, Corner 10, and the front

straight. And new this year will be a tailgate party in the paddock, on Friday evening—a chance for the racers to get together over the three Bs that seem to be the life blood of any PCA racer: Burgers, Brats & Beer.

Did I say that CTMP was a great place for watching the races? Well, it is. I know that most Provinz readers are not racers and won't ever drive in a race but all of us are car enthusiasts to some degree and CTMP is a great place for all of us to watch our favourite marque, in the environment that it was engineered for. There are excellent sightlines around the track for all the corner complexes, and most are directly accessible by car—though one of the more interesting ones, Moss Corner, requires a drive and short walk (or just a long walk). As a longtime Mosport attendee, I would like to encourage everyone in the club to come out to watch and “cheer on” your favourite car. The event is free to watch and the paddock is open so you can come right in and check out the cars and teams. The only restriction is that in some areas, you need to be wearing long pants and closed shoes for safety reasons. Sign the waiver at the gate and you are in!

I can't close without first including a very grateful mention of our sponsors, whose continuing support is crucial in putting a race weekend like this together. We again have Porsche Centre Oakville and Policaro BMW as our Presenting Sponsors. They are both part of the Policaro Automotive Group and leaders in their field.

Our National and Dinner Sponsor will again be Porsche Cars Canada, and we extend our thanks to them for supporting us throughout our many years of Club Racing.

Another longtime and valued supporter is Brad Shimbashi of Braidan Motorsports. As most may know, Brad has a first-class shop at CTMP and another in Markham. He has been a tremendous supporter of UCR and has advertised on the back page of *Provinz* for as long as I can remember.

As well, G-Tek has again taken the Grid Nasties' backs, literally, by providing them with High-Vis Grid Nasty shirts.

I'm looking forward to a great weekend of racing and hoping everyone can come out and enjoy this fabulous facility and watch some amazing racing. And if anyone would like to volunteer to help at the race or if you have any questions, you can contact me at club-race@pcaucr.org

Photo by Randy Gananathan, Provinz Editor

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.



MAY SOCIAL WRAP-UP

Brian Master, host of The Jewel 88.5 was chief guest at the May Social, held at one of our favorite watering holes – The Musket Restaurant in Etobicoke, where he spoke to UCR members about his experiences of owning Porsches over the years. Brian explained how he tested the very first Tiptronic Porsche in the seventies, not to mention how he was also fortunate to test the first Turbo Porsche. Photos of this event submitted by UCR Socials Hostess Dagmar Ruehl-Pegg.



Coming Events

JUNE SOCIAL:

Date: Tuesday, June 13, 2017, 6:30-9pm, Dinner at 7pm

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

Please join us at our Advertisers Appreciation event and find out all about the great product and services these vendors are offering to UCR members.

Drive your favourite Porsche to the private and secured parking lot at the Islington Golf Club and enjoy the camaraderie at this event. The main course will be a freshly carved hip of beef.

Cost: \$30.00 per person, which includes dinner, door prizes, taxes and gratuities. Cash bar. Members and guests are welcome

Registration: Further information and registration in advance is at

www.ClubRegistration.net

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.



Photo by Michael A. Coates

THE INAUGURAL NEW MEMBER SOCIAL

Story & Photos by David Kan, UCR Member

We bought our first manual Porsche 944 in the mid -1980s while living in Hong Kong, after reading a car magazine in which two out of three professional drivers voted it "top choice if paying with their own money" in a 911/944/Corvette three-way shootout. Some thirty years later we bought our 2015 Carrera 911 4S in Canada and joined UCR. No shootout this time, we just aimed and shot for it straight.

The 911 in the old days was infamously unforgiving and aloof, driver-unfriendly to say the least. The 944, in contrast, was the best handling car ever made by Porsche at the time. Technology evolves exponentially in Zuffenhhausen. Now, the 911 is as easy and surefooted to handle as was the 944, now suitable for everyday driving, perfected with that unrestrained yet always in command performance.

It was with this renewed sense of excitement that we steered our way into UCR's new member welcome lunch at Dragon Legend Restaurant on that chilly rainy March Saturday. Would Terence Tong be driving his *Banana*? We took our Tomato anyway. We met so many amiable fellow members and exchanged some amazing Porsche



David Kan's 944 in Hong Kong

tales interspersed with short trips to the banquet hall for tantalizing fill-ups.

We enjoyed our desserts in good time just before UCR president Kathleen Wong delivered her sweet warm welcome speech. The UCR events presentation that followed was shared between various chairpersons in charge of club activities. That swayed this ceremonial event into a lively show and tell. If the zeitgeist was to get new members enticed enough to crave for more information about UCR, the mission was skillfully accomplished.

Decidedly as spectacular as a Porsche, UCR events presented for the year are flat-out breathtaking, especially if you're into fun runs. But the ones that really interest us would be to see the eye-blinding collectibles in the Show & Shine and Concours d'Elegance, and to let our mouth-watering guide our natural navigating instincts to the BBQ and to enjoy a picnic among the like minded. So I don't forget my sunglasses and sunscreen, I carefully noted down on my calendar an entry for Sunday, October 1st.



Ken Tsui-Kircher (Downtown Porsche) with Kathleen Wong (UCR President)

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UCR OPEN HOUSE

The fifth annual event is a big success!

By Emma Sachs, PCA UCR Member Photos by Wolfgang (Sonny) Lott

The fifth annual PCA UCR Open House - Shift into Spring, took place on Sunday April 30th at 427 Auto Collision. Despite the challenging weather, this major event of the year was well attended by a few hundred members and guests. A Toronto Police Officer was on duty to help with the incoming traffic.

The UCR Spring Rally was held on the same day, starting out in Mississauga and ended at the open house with rally cars arriving just before lunchtime.

For members and guests wanting to learn about UCR, events and activities, event Chairs had set up tables, providing useful information about monthly Socials, Autocross, Driver Education, Introductory Driver School,



Club Race, Concours d'Elegance, Driven to Smile, Driving Tours, Fun Runs, Rallies, Street Survival School, Targa, Vehicle Appraisers and more. Racks of UCR logo Porsche attire and more was on sale by the UCR Goodie Store in a separate room.

Kathrin Menge - Customer Relations Manager, Porsche Cars Canada, brought in souvenir posters for all attendees. They were eagerly grabbed by everyone, especially the younger ones.

Other vendor tables included Porsche merchandise, such as parts, helmets, tools and cleaning supplies. Some

bigger Porsche parts were available at the parts swap tables managed by Mark Solomon.

Several race cars were displayed: Porsche Cayman and 944 by Ernie Jakubowski - Mantis Sport, and Porsche GT3 by John Montgomery - JRP. An older Porsche 911 represented the 911 Long Hood group.

An excellent barbecue buffet was provided by 427 Auto Collision and expertly prepared by the team of young cooks led by Jessica and Gabriel D'Alessandro. Raffle tickets were distributed at the lunch station in exchange of a minimum donation of \$5, with all the proceeds matched by 427 Auto Collision and going to their favoured Charity -- The Children's Wish Foundation.

After lunch, Spring Rally winners received trophies presented by Rally Chair Sajjad Butt. The Raffle draw followed, with tickets drawn by our hosts Frank, John, Lorenzo and Ralph. The UCR Goodie Store provided ten \$50 gift certificates. Lucky winners present at the draw received these certificates and other vendor donated gifts.

This annual event was hosted for the 4th time by 427 Auto Collision and a Recognition Certificate was presented to the D'Alessandro family by Kathleen Wong, President and Gregory Sachs, Open House Chair.



Kathleen also thanked all UCR volunteers, Peter Helston (sponsorship-vendors), Neil Dowdell (coffee and donuts), Mark Solomon (parts swap) and Gregory Sachs.

Big thanks to all who attended and made the event a great one!

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HAVE PORSCHE: WILL TRAVEL



My Porsche Introductory Driving School Journey

Story By Carolyn Stewart, photos by Brad Stewart, UCR Members

So ...“Hey, Carolyn,” my husband said, “the Club has an introductory driving school in mid-April. I think that we should sign you up.”

“Huh?” I said, while hanging up my mountain bike. I guess I didn’t have anything wittier to say at the time.

“Listen,” my husband persisted, “I know that you have some track time doing HPDE at Calabogie, but this will give you more formal instruction with Porsche instructors. Look, there’s a skidpad, collision-avoidance exercises and some time on the Driver Development Track, all at Mosport!”

“Oh, you mean Canadian Tire Motorsports Park, honey?” I noted, distractedly, “That sounds great, but how are we supposed to get there? We haven’t packed two of us in our Cayman for two overnights... ever!”

And that’s how I started my journey. Practicalities dealt with (great sign-up process, acceptance, packing our dogs off to the kennel, and stuffing husband and luggage into our 2014 Cayman), we were off on a beautiful sunny day along Highway 7 from Ottawa, traversing the smooth blacktop (don’t tell anyone how good the highway is – it’s our secret!) through Peterborough and linking up with Highway 115 before checking into our hotel in Bowmanville, just down the road from Mosport... er... CTMP. I

was full of happy anticipation of the next day’s events, though a little worried about the showers, which were being forecast for the next day, April 15th. Just showers though!

The next morning we were on our way bright and early for the 0800 start, watching the clouds approach inexorably from the west. Just showers forecast though, right? My husband was at the wheel (the only time he got to drive that day! Well, not quite right; I allowed him to drive me to dinner later) with me giving “helpful” navigation suggestions as we wound through back routes to CTMP’s doorstep, arriving right on time for the registration. Lots of self-talk ensued, “OMG, look at all those lovely cars! Is that GT3 going on the track? Look at that beautiful Porsche in Martini Racing colours! Concentrate girl...”

This was the first time that I’d experienced a Porsche driving school. Right from the beginning I was impressed by the organization and the overall professionalism of the instructor cadre. The classroom session covered all the basics of car control, including reminding us that those four little tire contact patches (bigger if you have a 911!) are all that are keeping you on the road and track and that you must thus manage your rubber wisely! The group, fellow students and instructors alike, were very welcoming



“...soon the water truck, usually employed to wet the skidpad, was made redundant by the monsoon...”



to us female participants (I think that there were three) and I never for a moment felt out of place. What a great start!

We broke off into our three groups of ten cars, just as the first few drops of rain (just showers forecast, though!) started falling, the instructors grabbing their umbrellas as they headed off to the skidpad, collision avoidance, and track stations. My husband grabbed his waterproof camera and lens and followed me as I made my way out to the skidpad station and the rain started falling more sincerely. Umbrellas were out, including some pretty impressive golf umbrellas that people shared with me, as the smiling, enthusiastic instructors explained the exercises. The emphasis, as proven out during other stations too, was on having fun.

One car at a time took to the skidpad, as the instructors cycled through the various passenger seats. Soon it was my turn (we each had two turns) and an instructor leapt into my passenger seat, explained what I needed to do, and then coached me through an absolutely hilariously-fun series of fast ever-tightening circles until the PSM

finally said “no more” and the car spun out while I was drifting around the skidpad. Even Caymans can drift! Very soon the water truck, usually employed to wet the skidpad, was made redundant by the monsoon. Hubby looked like a drowned rat, but a happy drowned rat, as he took photos of my exploits, as well as a few others’. Just showers forecast though...

After a tasty catered lunch with lots of companionable car talk, and accompanied by a herd of drying golf umbrellas, I joined my group in the downpour for the collision avoidance exercises. Much like it did for the skidpad, the rain actually enhanced the experience, though the wet instructors might have felt differently, the standing water bringing the car to the adhesion limits quicker and building my confidence that a Porsche, any Porsche, is a master of all conditions when handled wisely and after lots of practice. Doing a slalom between pylons in the wet conditions was quite exhilarating! Hubby’s shoes will dry out sometime this summer, I think...

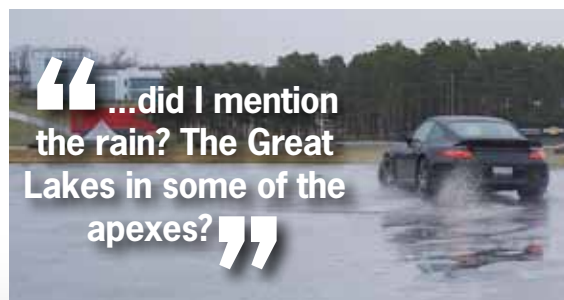
Finally, the track! I found the Driver Development

continued on page 18...

HAVE PORSCHE...continued from page 19.

Track an amazing mix of tight turns, long sweepers, and short straightaways, perfect for letting out the leash on my Cayman, but in a controlled environment. One of two groups of five cars at a time were on the track, the instructors leaping from one group to the next after a few laps, maximizing the track time for each group with military efficiency. Oh, did I mention the rain? The Great Lakes in some of the apexes? The experience included all of that and more; as the rain finally let up near the end of this final session and the lakes drained, my instructor had me speed up more and more until the wall to wall smile on my face could only be matched by the sun starting to peek through the clouds. Perfect.

I'll be back!



NOTICE OF MEMBERS' MEETING 6pm TUESDAY JUNE 13, 2017

The Porsche Club of America, Upper Canada Region Inc. (UCR)



TAKE NOTICE THAT a meeting of the members of UCR will be held at Islington Golf Club, 45 Riverbank Drive, Etobicoke on the 13th day of June, 2017, at 6:00pm, before UCR's Monthly Social, for the following purposes:

- (1) to receive the annual financial statements of UCR for the financial year ended December 31, 2016, together with the auditor's report thereon;
 - (2) to ratify the slate of directors who have taken office since December 1, 2016;
 - (3) to appoint the auditor of UCR for the financial year ended December 31, 2017 and to authorize the directors to fix its remuneration; and
 - (4) to transact such other business as may properly be brought before the Meeting or the day of any adjournment or postponement thereof.
- Copies of the relevant documents for this meet-

ing will be available via the UCR website by May 15, 2017 (sign-in required) or can be requested via email from UCR's Secretary, Foster Zanutto at fjzanutto@gmail.com. A limited number of paper copies will also be available at the Members' Meeting on June 13, 2017.

You are entitled to vote at the Members' Meeting either in person or by proxy. Members who are unable to attend the Meeting in person but who are interested in voting on the matters identified above are requested to sign and return the proxy, which is available on the website above, to UCR's Secretary by June 4th, 2017.

DATED at Fonthill the 4th day of April, 2017
BY ORDER OF THE BOARD.

Name: Foster Zanutto
Office Held: Secretary

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FUN RUN IN MUSKOKA



Story by Peter Helston, UCR Sponsorship Chair, photos by Stefan Walther, UCR Member

Another successful event, courtesy of Peter Hoffman and Umberto Duarte. Twenty five cars, 48 participants, literally everyone showed up, even one driver who hiked up from Niagara Falls to our early morning rendezvous north of Orillia. That's commitment! What could be better than a fun run, in your Porsche, over twisty, turny roads through forests, flat barren rocks, cutesy little towns that are just waking up from a long winter. Spending this quality time with old friends and new. We are all so lucky in so many ways. Muskoka is one of those rare places in this world that offers just enough in terms of roads and amenities without being too rustic or too slick. Southwood Road, which was part of our morning run, has to be one of the prime roads to take a Porsche in North America. If you haven't driven it yet, you should—catch it just over the Severn bridge on Highway 11.



The tradition of Muskoka and UCR began in 1995 with a July 2-day, 2-night weekend filled with great roads and completely unexpected events. It began like this: I proposed a weekend event in Muskoka to the UCR executive. According to the then president, Patti Green, the success of events like this was pretty spotty. The club was very much at the time skewed to track, there were not many social events outside of the monthly meeting. But it was worth a try and, if successful, would broaden the appeal of the club.

So a weekend in July it was with 25 cars. It was blistering hot, over 30 degrees. Little did we know that a tornado would go through Muskoka on the Friday night, shutting down power and wiping out a few forests and roads. While Carol and I were staying at the cottage, everyone else was at the Bala Bay Inn which for some weird reason was the only building that kept its power. So everyone in Muskoka in search of coffee Saturday morning were storming the doors of the Inn, while our members enjoyed their breakfast, a bit of luck.

We had carefully mapped and driven the route the week before and all was clear. But a tornado can wreak havoc. Everything went well with Terry and Irene Orr in their beautiful Speedster leading, when a 100-yard patch of gravel that hadn't been there the week before appeared. Dead stop! It took a bit of convincing to get Terry to slowly drive that section, the alternative being to turn 25 cars around. Saturday night we took in a Muskoka Festival play at the Gravenhurst Opera House. It was one of those plays where the actors wear layers



of clothes to do a quick change. The A/C had been knocked out by the tornado, so you can just imagine with the theatre probably hovering around 35 degrees what it must have been like to be one of the actors. But the show must go on...so they say. And Porsche owners are a tough lot, we had only a few pass out during the performance!

Sunday was another run over different roads, this time all going well and ending at what is now Taboo Resort. We had a wonderful lunch on their patio. Just inside the doors to the main restaurant, someone

discovered a very appropriate framed photo. It was of Porsche 356's and Auto Union's racing on the ice of Lake Muskoka in front of the Resort! Had to be late 50's or early 60's as the organizers were all wearing fedoras, trench coats and ties...out on the ice!

So that was the start of many Muskoka weekends and fun runs for UCR, often with 30+ cars, finding different routes as far north as Algonquin Park, with couples and sometimes whole families taking part. So it became a way to share in the love of Porsche cars even more. It is great to see that the tradition is alive and well.



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Photo by Wolfgang (Sonny) Lott

UCR TECH SESSIONS

By Laurance Yap, Director of Marketing, Pfaff Motors Inc. Pictures by Pfaff Autoworks

UCR Tech Session at Pfaff Autoworks—Comparing New and Old 911s



Pff Autoworks, one of Canada's premiere collision repair centres, and Bodyshop Magazine's 2015 Bodyshop of the Year, hosted an information session at its Vaughan facility on April 25th, 2017 for the Porsche Club of Canada – Upper Canada Region (UCR). The bodyshop welcomed over 50 interested guests, who came from as far away as Georgetown, and presented an informative session on the evolution of Porsche 911 bodies and construction techniques.

Inside the facility's special aluminum room, Pfaff Porsche's 2015 911 GT3 Cup car was representative of state-of-the-art modern Porsche construction techniques. With a body consisting of about 60% aluminum for lighter weight, the "991" body is largely riveted and bonded



restoration project, a collaborative project between Pfaff Autoworks and Pfaff Porsche Service, to demonstrate their competency in repairing and restoring classic vehicles. With over 400 hours invested, the decomposing body from a rusty, rotted shell that arrived at the shop over a year ago, has been transformed to a primer coated, ready for paint unit to bring it back to life. The floor, rear-seat platforms, front trunk area, windshield surround have all been replaced by new sheet metal sections. The dashboard has been repaired, and new fenders and doors have been fitted. The modern primer coating ensures corrosion resistance is significantly improved for longevity of the restoration. By the end of May, the restoration project is expected to be finished in its original medium green colour before

returning to Pfaff Porsche Service, where its fully restored mechanicals will be re-fitted. Once owned by Canadian racing legend Horst Kroll, this 1972 coupe is a true piece of Canadian Porsche history.

Pabst drew some interesting parallels for the crowd between 1972 and modern-day Porsche production and repair techniques: while materials science and engineering have advanced significantly, both cars were built and are repaired using Celette benches, the gold standard in the industry for chassis and unibody repairs.

Pfaff Autoworks general manager Jeff Pabst explained that the bodyshop's technicians spend at least one month out of the year away on training to learn the latest techniques from Porsche, resulting in Certified Collision Centre certification (a distinction it holds for Volkswagen, Audi, BMW, and McLaren as well). Modern techniques, which do not require welding, also mean that cars like the race vehicle on display can, with time and the proper technique, be repaired track-side overnight when involved in a racing incident.

On display right next to the 911 GT3 was a 1972 Porsche 911T Sportomatic



Participants in the workshop were also shown copies of 1970 and modern shop manuals to show how their engineering and construction have evolved over the years.

The event area within the large facility was graced by some choice selections from Pfaff Porsche's classic used car inventory, including a Porsche 912, 1988 911 Jubilee Edition, and 1996 911 Carrera. It was an exciting and informative night for everyone that participated.

BACKFIRE: Porsche Inspection Notice

Porsche Cars Canada Ltd., is issuing a voluntary recall on 8,346 Macan, Macan S, Macan GTS and Macan Turbo models sold in Canada, that were manufactured between May 8, 2014 and April 14, 2017.

Porsche determined that fine hairline cracks could appear, after an extended period of use, on the filter flange of the fuel pump on the affected vehicles. If this

happens, a very small quantity of fuel might seep out causing a fuel odour. No incidents have been reported in actual use in the field. This is purely a precautionary measure.

Vehicle owners will be informed directly by Porsche and the work will be performed free of charge by Porsche dealers.

THE 911 + 1,000,000

A true icon and one of the automotive world's great success stories, here's some background on how we arrived at the one-millionth 911.

Story by Randy Gananathan, *Provinz* Editor, photos by Porsche AG.

The Porsche 911 has been inspiring car enthusiasts the world over since its debut as the 901 at the International Motor Show (IAA) in 1963. Today it is considered the quintessential sports car, the benchmark for all others. The 911 is also the central point of reference for all other Porsche series. Every Porsche is the sportiest car in its category, and each one carries a piece of the 911 philosophy.

The model line has been continually enhanced since its debut in 1963. However, the unique character of the model, renamed 911 in 1964, has always been preserved. Now, the modern classic has reached a new milestone: since 1963, more than one million units of the 911 have been produced in Stuttgart-Zuffenhausen. This might sound a lot, but in reality it is very little: many premium manufacturers produce more than twice as many vehicles in a single year. In other words, the Porsche 911 was, is and shall remain an exclusive sports car.

The Porsche 911 is unique in the automotive world, its distinctive character is also reflected in its customer base. Numerous well-known artists, actors, fashion designers, sportsmen/women and entrepreneurs throughout the world have become enthusiastic 911 drivers, some of whom have remained faithful to the sports car series for many decades. And the Porsche 911 has also made many appearances in films and on TV. As leading actor and co-producer, Steve McQueen paid a resounding tribute to the 911 in his 1970 film masterpiece "Le Mans". For the first few minutes of the film, the actor's dark green 911 S takes centre stage.



The secret to the success of the Porsche 911 has been much discussed. More than 300 books have been written on the subject, with new titles being added each year. The answer is actually quite simple: the Porsche 911 is unique in the automotive world. Like no other vehicle, it combines apparent opposites such as sportiness and everyday usability, tradition and innovation, exclusivity and social acceptance, design and functionality. Ferry Porsche described the exceptional versatility of his masterpiece to a tee: "The 911 is the only car that you can drive from an African safari to Le Mans, then to the theatre and onto the streets of New York."

Blueprint of a best seller: How the 911 came about

The Porsche 911 did not have an easy legacy to fulfill. After all, by the beginning of the 1960s, its predecessor, the 356, was already a legend against which the new

sports car had to be measured. The aim of the 911 was to continue the success of the 356, of which almost 78,000 units were sold, whilst featuring state-of-the-art technology or, even better, being ahead of its time. And it was to be bigger, so it could accommodate a golf bag in the luggage compartment as well as having a 2 + 2 interior concept.

The Porsche engineers therefore ventured to come up with a new design, and in so doing created the basis for the success that was to come. The frame and chassis of the 901, the internal type number, were completely redesigned. To incorporate the luggage compartment, the car was fitted with space-saving MacPherson suspension at the front and semi-trailing arm suspension at the rear.

Generations of the Porsche 911

When it came to designing the engine, it was clear from the outset that the successor to the 356 should have a rear engine. Ferdinand Piëch, the nephew of Ferry Porsche, oversaw the development of an air-cooled six-cylinder flat engine with axial fan and, due to the higher speed reserves and improved engine smoothness, a top-mounted camshaft on each side. The camshaft was driven by chains, after the use of vertical shafts and toothed belts was dropped. The initial displacement was 2 litres, with a possible increase to up to 2.7 litres planned from the start. This type of engine was continued in its basic form until 1998 and eventually featured 3.8 litre displacement.

The design of the 911: The shining hour of automotive design

An important aspect of the 911 legend is, without doubt, the timeless design of the series. A Porsche 911 is immediately recognizable from every perspective and can be identified without the Porsche crest or nameplate. However, during the early development phase, there was a great deal of uncertainty at Porsche about the design of the future successor to the 356. Only after several inter-

continued on page 26...



1,000,000 911...continued from page 25.

nal and external studies did Ferry Porsche's 27-year old son Ferdinand Alexander complete his historic design.

F.A. Porsche, as he was called by his colleagues, joined the design office of what was then Dr. Ing. h.c. F. Porsche KG in 1958. He was soon able to prove his vast creative talent when, in 1959, he sculpted a pioneering model of a successor to the 356 series out of plasticine. In 1959, the 754 "T7" prototype was created on the basis of his designs. It was an extremely promising study of a four-seater car, however its rear end did not yet meet with Ferry Porsche's approval. He decided against developing the four-seater "T7" in favour of the "T8", a fastback coupé with 2+2 seating arrangement that was developed from 1962 onwards under the project name "Type 901".

In the early 1960s, the emotional yet functional shape united automotive and product design for the first time – the two had been kept strictly separate in the design world until this point. In the original 911, F.A. Porsche distilled the Porsche design DNA into a concentrated masterpiece. He created an unmistakable brand design that, to this day, still gives all Porsche series their identity and forms the basis for their success.

How the 911 got its name

When naming the new model, Porsche first used Volkswagen's range of spare part numbers as a guide. Because a possible collaboration with the VW plant was in the pipeline, it was thought that the new Porsche



should already be compatible with VW's number ranges. As the

900 numbers were not yet in use in Wolfsburg, it was decided in Zuffenhausen to name the project 901 for the six-cylinder variant and 902 for a later four-cylinder variant. The big day finally arrived on September 12, 1963, when Porsche presented the prototype of the 901 at the International Motor Show in Frankfurt/Main; the market launch was planned for one year later.

However, in early October 1964, the Porsche management team received an objection from the French car manufacturer Peugeot, indicating that the 901 type designation was an infringement of French copyright and trademark protection. Peugeot claimed it had been using three-digit numerical sequences with a zero in the middle since 1929, and therefore owned the legal rights to all similar number sequences in France.

Porsche therefore had no choice but to rename the 901 right in the middle of the model launch phase. After considering many different options, including using an affix such as "GT", Ferry Porsche decided to rename the vehicle Type 911 on November 22, 1964. The reason for this was entirely pragmatic: brochures, price lists and driver's manuals, as well as the type designation on the rear end and glove compartment cover, were already being finalized, and so the double use of the existing font for "One" was the easiest solution. There was simply no time to produce a new number font or new name letter-

ing. No one could have known in 1964 that this on-the-fly emergency solution would produce the world famous "nine-eleven".

How Green is 1,000,000?

911 Carrera S Kit: Fuel consumption combined 9.4 l/100 km; CO₂-emissions 214 g/km

May 11, 2017 = 1,000,000

The Porsche 911 has been regarded as an automotive icon and sports car par excellence for over five decades. Now, the modern classic has celebrated its production anniversary.

It is without doubt the quintessential sports car for everyday driving, and a style icon that is unmistakable as both the face and heart of the Porsche brand: the 911. In Zuffenhausen on May 11th 2017, the one-millionth model rolled off the production line, celebrated by the assembly team, management and invited guests - a Carrera S in the special color "Irish Green," with numerous exclusive features following the original 911 from 1963. The two-door car remains the most important model in the product range and is key in helping Porsche maintain its position as one of the most prestigious car manufacturers in the world.

Dr. Wolfgang Porsche, Chairman of the Supervisory Board of Porsche AG, has been a part of the development

of the 911 since day one: "54 years ago, I was able to take my first trips over the Grossglockner High Alpine Road with my father. The feeling of being in a 911 is just as enjoyable now as it was then. That's because the 911 has ensured that the core values of our brand are as visionary today as they were in the first Porsche 356/1 from 1948."

The Porsche 911 established a new category and remains at the pinnacle of the premium sports car segment. In 2016 alone, 32,365 vehicles were delivered worldwide - more than ever before. Nevertheless, it has maintained its exclusivity over the decades and has become a coveted collector's item. The quality of the 911 and Porsche vehicles in general, is legendary. Over 70 percent of all Porsche cars ever built are still ready to drive today. In addition, the Porsche 911 can consistently be found at the top of quality rankings such as the "Initial Quality Study" from the U.S. market research institute J.D. Power.

The mythology of the Porsche 911 has been cultivated by countless motorsport successes. No other sports car embodies

this recipe for success quite like the 911. More than half of Porsche's over 30,000 race wins can be credited to the iconic car, and it still thrills private motorsport enthusiasts around the world in numerous racing series.

Porsche has never strayed from the founding concept of the original 911. "But we have continued to enhance the technology of the 911, refining and perfecting the sports car," says Oliver Blume, Chairman of the Executive Board of Porsche AG, "that's why it remains a state-of-the-art and technically innovative vehicle. We have also been able to expand the model line very successfully through derivatives."

continued on page 28...





1,000,000 911 ...continued from page 27

One significant factor in this success is the production site at the headquarters in Zuffenhausen, where all 911s ever built have been manufactured. Today, all two-door cars—911, 718 Boxster, and 718 Cayman—and their various derivatives are handled on one assembly line thanks to a sophisticated production approach. The assembly workers are experts in up to 200 different tasks and, with their passion and knowledge, they ensure that each Porsche is delivered with the quality typical of the brand. Uwe Hück, Chair of the Group Works Council of Porsche, says: “I cannot imagine the success story of the 911 without our unique Porsche employees. Today, we have the one-millionth 911. The good thing about it is

that our colleagues still make them with the same devotion as the first car. The construction of the Mission E at the Zuffenhausen site is ringing in a new era at Porsche. And it is clear that if we are to make it a success, we will need our highly qualified and motivated employees. They will make sure that the Mission E is an emotional experience just like our 911 has always been—and always will be.”

The one-millionth 911 will not be sold. Before it moves on to enrich the collection at the Porsche Museum, it will embark on a world tour and will take road trips around the world, starting with of course, the Nürburgring and hopefully to Canada, before moving to USA, China, and beyond.



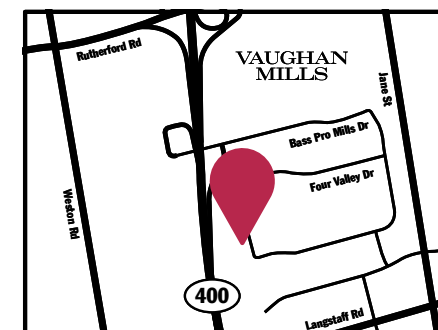
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FUN RUNS, RAMBLES & TOURS



Photos by Michael A. Coates

By Peter Hoffman, UCR Fun Run Co-Chair

Fun Run season is off to a super start!

The Fun Run season has started with a resounding success. Our first Fun Run took place April 29th in the region of South Muskoka. Peter Helston provides us a complete account of how UCR Fun Runs came to be along with highlights of this year’s inaugural event on P18 of this issue of Provinz. We currently have 20 additional events planned for 2017.

Three new events were added to the schedule since last month. New Hosts James Biggar and Humberto Duarte will be staging the Summer Muskoka Fun Run, a weekday adventure that will take place on Friday, July 14th, 2017. It seems Stefan Walther cannot get enough of a good thing, and in addition to the two Niagara region events he is already scheduled to host, Stefan decided to add a third, a very special event titled, The “Great One” Niagara-On-The-Lake Fun Run on Saturday, August 5th, 2017. What makes this fun run so great? Not only does it include an awesome afternoon of driving, it wraps up at the newly opened Wayne Gretzky Estates Winery and Distillery for a private tour, private multi-course gourmet dinner in the barrel cellar, plus special private parking

for our beloved Porsches on the grounds of the estate! Due to the nature of the venue, this event is limited to 20 cars. We opened registration early, on Sunday, May 7th so don’t be disappointed if registration is full already for this awesome driving event combined with world class dining! The final addition to our schedule is brought to you by our long time Host and past Fun Run Chair, Hazel de Burgh and Paul Biggin, a first time host, to be held on Saturday, August 19th, 2017. The 8th annual Blue Mountains Ramble will feature an art appreciation theme. After driving some scenic backroads up and down the Niagara Escarpment, rest-stops will be in towns featuring local artists with a lunch stop in Collingwood. The run will end in picturesque Blue Mountains with an afternoon Wine & Cheese reception alongside the Beaver River. Optional group dinner for those wishing to stay overnight to further explore the area on Sunday.

There are a few schedule changes. The Sunday, June 25, 2017 Ancaster Fun Run for 924/944/968 cars will now begin at 11:30 Sunday morning at “CARS and COFFEE” at the new Pfaff dealership. Register for this event at



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	Sold Out
Sun, May 21st	Spring Port-to-Port-to-Port Fun Run	Mike Blinn & Rick Zuccato	cmblinn@gmail.com rjzuccato@gmail.com	15	email host	Sold Out
Fri, May 19th to Sun, May 21st	Frank Lloyd Wright Fallingwater Tour	Jason Figueiredo	jasonfig993@gmail.com	10	email host	Sold Out
Sun, May 28th	Niagara River Fun Run Niagara-On-The-Lake	Stefan Walther	stefan@ waltherenterprises.com	20	ClubReg	Sold Out
Sat, Jun 10th	Southern Georgian Bay Fun Run	Martin Hederich John Tsourounis	dr.flue@primus.ca jtsourounis@yahoo.com	30	ClubReg	Sun, Apr 16th
Sat, Jun 17th	Bear Manor Poker Fun Run Niagara Escarpment	Vaughn Warrington	vwarrington@ worldsourcecurities.net	45	email host	Sun, Apr 23rd
Sun, Jun 25th	Ancaster Fun Run (924/944/968 cars)	Neil Dowdell	neildowdell@hotmail.com	15	email host	Sun, Apr 30th
Sun, Jul 2nd to Fri Jul 7th	Tour to Parade Spokane WA - Tentative	Randy Gananathan Co-Host Needed	rdgananathan@gmail.com	10	ClubReg	Sun, Apr 30th
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 New Event	James Biggar Humberto Duarte	jbiggar@ counterpointfinancial.com hjd@sympatico.ca	15	ClubReg	Sun, May 21
Sun, Jul 16th to Fri Jul 21st	Ramble from Parade Spokane WA - Tentative	Randy Gananathan Co-Host Needed	rdgananathan@gmail.com	10	ClubReg	Sun, Apr 30th
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	20	ClubReg	Sun, Jun 18th
Sat, Aug 19th	Blue Mountains Ramble	Hazel deBurg Paul Biggin	hazel.deburg@gmail.com pbiggin@sympatico.ca	30	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

ClubReg and if you don’t want to start in Woodbridge, you have the option to meet the group on the roadside by Porsche Oakville at 12:30 and proceed together from there. Please email host for details of meeting point to join in Oakville.

We are still looking for one or more Co-Hosts to assist Randy with the planning of the Ramble to and from Parade in Spokane. Driving across this great continent in the company of other Porsches could be the road trip of a lifetime. If you are planning to go to Parade this

July, make it into a life affirming experience and plan the journey with Randy to drive your Porsche on some of the nicest stretches of roads in Canada and USA.

And finally, a few Hosts are working hard to put together one or two more potential events. Stay tuned for further news.

Full descriptions of all events were published in the May issue of *Provinz*. Fun Run updates are on the UCR website at:

<http://pcaucr.org/driving/fun-runs/fun-run-event-list/>





Photos by Estel Zwiieg

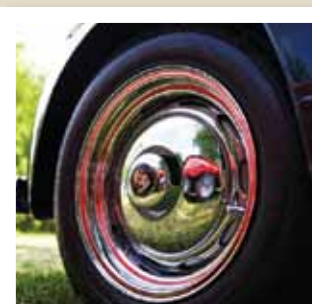
By Barry Wiseman, UCR Member & Concours Volunteer

UCR CONCOURS d'ELEGANCE

Sunday, October 1st, 2017

Sunday, October 1st has been selected for the UCR Concours d'Elegance & UCR Fall Picnic at Simeon Park, 13190 Woodbine Ave, Gormley, ON L0H 1G0.

All UCR Members are invited to attend. Members are encouraged to enter their cars in the Concours and share in the joy of participating and appreciating each other's cars. FREE to all PCA UCR members, family and friends to attend. A nominal fee for judged cars to defray cost of trophies etc. Registration opens on August 1st at: www.clubregistration.net



There will be two groups of cars. A judged group categorized by PCA car classes and a People's Choice group where everyone votes for their favourite. The winner is chosen by highest number of votes received by a car.

This will be a spectacular event with Fall Colours in full splendor and photo opportunities abound with all our Porsches displayed at this private park owned by Magna and will highlight the end of our driving season for 2017 with the UCR Fall Rally ending at the event.

Gourmet food trucks will be invited to the event to offer you a choice of cuisine. You are permitted to bring your own picnic and enjoy the beautifully landscaped park. Picnic tables will be provided for your convenience and Porsche dealers and Provinz advertisers will be on hand offering products and services. Our UCR Goodie Store will offer a wide selection of logo merchandise.

Parts Swap tables may be set up by UCR members. Bring your own tables, displays and swap items to this event and enjoy trading among friends and fellow members.

Contact: Randy Gananathan - UCR Concours Chair for further info and to volunteer at this event. Next volunteer meeting is scheduled for the last Sunday in May in Aurora. Contact Randy at home at 905-780-9670 or via email at: rdgananathan@gmail.com

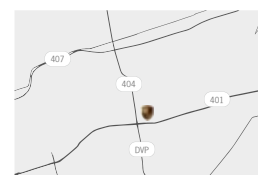


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PORSCHE



PORSCHEPLATZ 2017 AT CTMP

By David Walker, UCR Board Member, Photo by Kathleen Wong, UCR President

Once again Porsche Cars North America, assisted by UCR volunteers, is presenting Porscheplatz at Canadian Tire Motorsport Park (Mosport) the weekend of July 8 and 9 during the Mobil 1 SportsCar Grand Prix. This race is part of the IMSA WeatherTech SportsCar Championship for exotic prototype and GT race cars, in their only Canadian stop. There are four classes in the race: Prototypes, Prototype Challenge, GT Le Mans and GT Daytona

Porsches race in the latter two categories. In GT Le Mans, Porsche will be racing the new 911 RSR with 4.0-litre flat six naturally aspirated engine in a rotated position forward of the rear axle. The drivers are all professional and this is a factory team with two race cars. In GT Daytona, Porsche professional driver teams include an amateur driver, racing a Porsche GT3-R. Competition within the classes is fierce and with the disparity in speed between classes there is going to be

lots of fantastic on-the-track action.

As in prior years, Porscheplatz will be located across from the pits and has fenced parking for Porsches attending. Within the hospitality tent there will be a live TV feed all weekend. Your ticket also gives you access to the paddock, autograph session and the Grid Walk Sunday morning. Presentations will occur throughout both days. In the past these have included Porsche Cars North America and Canada, IMSA, Michelin and of course drivers and teams. Parade laps where you will be able to drive your Porsche on the track will happen at 10:50 a.m. on Sunday.

A barbecue lunch is provided on Sunday.

The UCR volunteer team looks forward to seeing you July 8 and 9. Tickets available from the Canadian Tire Motorsport Park website at:

<https://canadiantiremotorsportpark.com>



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TRACKTALK 104



Photo by Michael A. Coates



By Dave Osborne, UCR Track Chair

From time to time, I talk about the ethics of self-driving cars, electrically powered cars and the problems that confront them. Unlike some grumpy old men, it's not my intent to just point out their flaws, but

also to offer something constructive. There is a technology out there, that not only allows us to continue to use vehicles in the same way, but also creates substantially less pollution than the methods proposed. I'm referring to *hydrogen*.

We can all agree that electric motors produce a lot more instant low-end torque than any internal combustion engine. It's produced within the speed range that we need for day-to-day use and they are a lot less complex than modern gasoline engines. However, it's how we choose to power those electric motors that create all of the issues. Manufacturers seem stuck on the idea that we should carry massive batteries and plug them in or run internal combustion engines to charge them. It's dirty, wasteful and the costs of recharging will end up in the hands of "for profit" companies. It amounts to powering your car in a different way while keeping all of the bad stuff.

I realize that there are issues to be resolved with hydrogen fuel cells. These are three, and they descend in this order: cost of manufacturing fuel cells, dependability, and cost to produce hydrogen fuel. Surprisingly, fuel storage or distribution is not on the list. Hydrogen can be stored and dispensed from specialized equipment, much the way our current gasoline is distributed. Mass production could take care of the first issue and I'm sure that the other two could be resolved with some effort. At some point you could have a small hydrogen separator in your garage that would produce most of your fuel. The balance needed would be available at fuel stations, much like the ones we have today. It takes about 3 minutes to fill the vehicle's storage tank and currently that would power you for around 300 miles. The only thing that would come from your exhaust pipe is a trickle of water and hydrogen is an inexhaustible energy source.

If this all sounds a little farfetched you should turn to Mr. Google for answers. Read up on the Honda Clarity that is available in California for \$60,000. It comes with a three year fuel supply included. They sell it in Europe and California because there is already a network of hydrogen refueling stations. Then read up on the Hydrail. It's a zero emission, silent train in Germany that can carry 300 people. Finally, there is the Chevy Colorado ZH2, which GM is developing for the US Military. It's silent, so you can sneak up on the enemy, it can produce enough electricity to power a field hospital and its byproduct is enough potable water for the crew to drink.

If manufacturers and governments would get together and solve the cost of production issues we could all have safe, inexpensive and inexhaustible green energy. If you had governments, vehicle manufacturers and entrepreneurs all working toward the same goal, then anything is achievable. You could arrive home and use the fuel cell in your car to power your home. We could divert the money that they are willing to spend on going to Mars, because with hydrogen fuel cell technology we won't need to leave this planet.

It's going to seem like a long time between DE events because the July event is when we shift our dates a couple of weeks later in the month. This is the first July since 1996 that UCR will host its DE without sharing the event with NNJR. We may continue to have our own event in July because our members have voted with their Registrations. We will have around forty more UCR participants this season than we have in the past. I think most of our members are comfortable with our format, so we will continue to serve them, first and foremost. While it may be a couple of weeks later in the month, please don't forget that Registration for July closes on Friday July 7th, at midnight as usual.

We are often asked what tire pressure students should run in their cars. Unfortunately there isn't one good answer. Different brands and compounds respond to spirited driving in different increments. The one constant is that the pressure will increase on its own, with the addition

of side loading and friction. Each tire's cold pressure is listed on the sidewall, so starting out in the morning with each of them at the exact cold pressure is a good place to start. If you check them right after each run you will find that the ones that do the most work will increase pressure the most. To maintain uniform grip they should be adjusted throughout the day. Then it's up to the driver to decide if they like them all a little softer for grip or a little harder for sharper steering input. Since track temperature and load are infinitely variable you need to find what works best for you. Just keep in mind that when the car cools off at the end of the day, your tires are going to need to be readjusted for the ride home and Monday's commute.

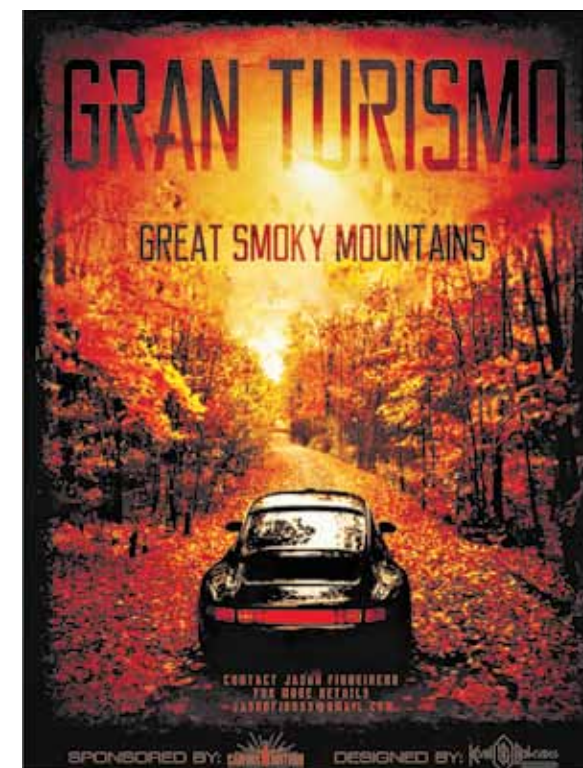
While I'm thinking about road use I wanted to mention something that should be obvious to everyone. Yet on occasion someone gets overly excited and causes problems for everyone else. Mosport (CTMP) is in a rural setting with two lane county roads leading there. Next to those roads live average people going about their daily lives. If a hundred and fifty screaming Porsches go by in an hour's time, they will call the police and complain. The police, who have been perfectly reasonable in the past, have no choice but to crack down on behalf of their residents. Then they start looking at tires, exhausts and anything else that presents itself.

To avoid increased scrutiny, it would be wise for all DE participants to limit their enthusiasm to the track. We are some of the lucky few, who have a great local

venue to explore the limits of our car's abilities. Let's not annoy the neighbours getting there.

See you all trackside!

Dave



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2017 UCR SPRING RALLY RESULTS



PLACEMENT	CAR NUMBER	DRIVER	NAVIGATOR	SCORE
1st	8	David Stewart	Mike	2
2nd	7	Martin Lustyk	Marianne Neuper	8
3rd	1	Ali Al-Maki	Mohammed Al-Mansour	20
4th	3	Rob West	Cameron West	21
5th	9	Roy Singh	Pam Singh	25
6th	6	Paul Larocque	Randy	26
7th	10	Alex So	Jordan So	35
8th	5	Rodrigues Cesar	Shannon Anderson	72

only 2 points. Car #7, driven and navigated by first-time rallyers Martin Lystek and Marianne Neuper, came in second with 8 points lost. Third place went to car #1, Mohamed Al Mansour and Ali Al-Malik. These trophy winners were not the only ones who received prizes, as all cars were presented with a participation gift.

Special thanks to the checkpoint control team of Andy, Halah, Hamsha, Karen, Manzar, Mustafa, Roula, Sadia, Tony, Val, Zuhair and my constant companion, my wife Gulzar who accompanies me on all my rallies. These volunteers make it possible for me to host these enjoyable and fun-filled events. Without them, it just wouldn't happen.



By Sajjad Butt, UCR Rally Master, Photos by Halah Butt, Rally Volunteer




Brave Porsche rally aficionados showed up on a gloomy day full of cheer and more than just their engines roaring to tackle the route that would take them through spectacular countryside sporting spring greenery as it awoke up from an Ontario winter.


Registration started at 8am sharp, followed by a lively rally briefing before teams were sent out to line-up their cars, get revved up and ready. Car #1 driven by Ali Al-Malki and navigated by Mohamed Al Mansour began the rally at 8:40 followed by the others in one minute intervals. Participants were to travel 186km in under 3 hours and arrive at the finish before noon. Following the International Navigational Rally protocols the cars were to navigate their way to seven checkpoints as they made their way through Caledon's Forks of the Credit and onwards where their journey that took them through windy country roads and various elevations that displayed some of Ontario's wonderful woodlands. Fortunately for the drivers and more so for volunteers posted at the checkpoints, not one drop of rain fell until cars drove in to the final checkpoint at 427 Auto Collision on Evans Road, in Etobicoke.

The winning car #8 was driven by David Stewart and navigated by Mike. They came close to perfection, losing



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A RALLY VOLUNTEER SPEAKS

The Passion of Participation - Inspiration Without Driving

By Halah Butt, UCR Rally Checkpoint Volunteer

Grey skies and a weather forecast of rain and wind was no obstacle for UCR members on Sunday, April 30th as everyone registered showed up for the season opening Spring Rally. Participants arrived bright and early at the starting point at Meadowvale Club. After a brief welcome speech, driver/navigator meeting and check-in sustained with doughnuts and coffee, volunteers and participants moved out to the starting point. Volunteers headed out first to take positions at the checkpoints, followed by Porsches departing at one-minute intervals. We entered each car's arrival time in checkpoint sheets and permitted them to leave for the next checkpoint. The exact distance and the precise times are recorded when each participant reached a checkpoint.

Volunteering has given me closer insight into behind-the-scenes planning and operating of a rally. Helping at a checkpoint, I realized just how much effort and precision is needed to participate and win a rally. Not to mention how much planning goes into creating a route that participants may enjoy while following route directions without street names and finding markers or points of interest to be recorded for points. Creating a smooth ride for participants, required detailed and precise accuracy to plan a well-organized drive. It's all thanks to everyone behind-the-scenes, assuring that everything is in order; double-checking and ensuring there aren't any bumps on the route.

The route, carefully planned out, winded through beautiful, forested areas of Caledon and Terra Cotta,

proving to be not just an exciting rally route, but also a scenic drive through Ontario's budding forests and countryside. Porsches of all models and colours made a wonderful picture as they glided down the roads, past green fields made vibrant in contrast to the light grey skies.

Our Rally ended at 427 Auto Collision, where participants exchanged stories and visited the many booths whilst enjoying fresh barbeque and refreshments. We volunteers gathered to calculate the rally scores, and when the rankings were placed in order, Rally Chair Sajjad Butt gave an excellent speech before announcing the winners. Trophies were handed out, congratulations were given and cheers were shouted out. While leaving with a free Porsche poster in my hand, fellow volunteer Roula, turned and said to me eagerly; "Despite the cold, I cannot wait for the next one!" Her enthusiasm matched the rest of the crowd, as each left with a cheery grin and a promise to take part in the next rally.

PCA UCR members are passionate to their hobby, their sport and their community, showing that be it rain or gloomy weather, when people are passionate enough about something, nothing can stand in their way!



Photo by Halah Butt



Photo by Sadia Butt

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PERIPHERAL VISION

By John Adam, UCR Historian

In late April, Rosemary and I celebrated the end of winter with a return to Europe, where we cruised on the Rhine north from Basel to Amsterdam. There was no time for a visit to the extended family in Slovakia because CTMP Drivers Ed Tower duty beckoned. As they say, time flies when you are having fun.

What struck me this year was that several members of the Tower team had sent me emails indicating that they would be registering for DE events and were offering to fill work assignments in the Tower. For many readers, that will mean very little, so allow me to explain.

All DE registrants are expected to complete a half-day work shift during the DE weekend. This help is essential to make the event run smoothly. One such work assignment is Tower duty and it is assigned to a Red, Black, and White Run Group driver for each

morning and afternoon. Tower controls the timing of cars coming off track and other cars going on. Two groups (one coming off, one going on) are active simultaneously, so if orchestrated well, it is poetry in motion and serves to maximize everyone's track time. Besides that, the person in the Control chair (the rotating command position) listens to information coming from the 13 trackside flaggers to the head flagger, seated adjacent. Control decides which driver should be signalled with a colourful flag as well as when to shut down and dispatch emergency service vehicles. Control is held by a single person, not a committee. Decisions often require immediate action and must be decisive. A second worker is in the #2 chair, acting as a scribe, and the third is completing his time on track.

So, what's my point? Tower duty is not for the faint of heart, so to have members offering to return

to The Chair is really gratifying. As Tower administrator, I am grateful for their help.

A reminder to help you with your weekend televised racing entertainment: a local website is a goldmine of exactly the type of race information that you need. Oakville's George Webster provides "George's Race Fan TV" race listings for the current month. He gives you the day, date, time and channel for all of his race picks. What more could you ask for? It is carried on the PRN Ignition website — <http://www.prnmag.com/gear-tech-guides/tv-listings> — it's a great resource for race fans. Check it out.

We look forward to seeing you at an upcoming event.



Father's Day, June 18, 2017

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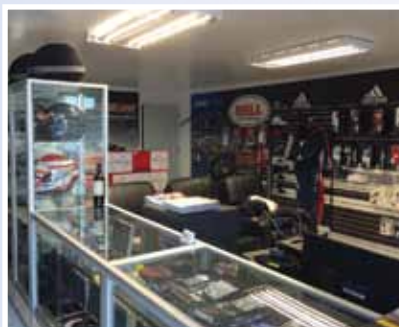
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