

provinz

THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA • VOL.41 No.410



MAY 2017
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“The Fun
Run Issue” **P28**



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

Volume 41, Issue Number 410 • May 2017



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PRESIDENT'S FORUM



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

UCR passed an important milestone at the end of March 2017. We had 4,002 members, including 2,713 primary members (who own one or more Porsches) and 1,289 affiliated members! Our strong membership growth is fuelled by Downtown

Porsche and Porsche of London's complimentary first-year UCR membership to customers.

On Saturday March 25, we launched our inaugural "New Members Social" at Dragon Legend restaurant in Markham. After the lunch buffet, UCR executives and event chairs introduced upcoming events. Participants told us the event was informative and they were amazed at the diversity of activities offered by UCR. Our members can join our Drivers Education ("DE") program and take their two-door Porsches to practise high performance driving at Canadian Tire Motorsport Park ("CTMP, aka Mosport). Our members can also take the whole family in their four-door Porsches on Fun Runs/Rambles/Rallies/Tours and drive on scenic roads with other Porsche enthusiasts. Given the positive feedback at this first-of-its-kind social, we plan to hold a follow-up event in the west end of Toronto this fall.

Downtown Porsche, Pfaff Porsche and Porsche Centre Oakville will be returning to the Ultra 94 Porsche GT3 Cup Challenge Canada by Yokohama. The 12-race series features the 2017 Porsche 991.2 GT3 Cup car running in the Platinum Cup class, competing alongside the Gold Cup (2013-2016 911 GT3 Cup car) and Silver Cup classes (Cayman GT4 Club-sport).

- Tim Sanderson, UCR DE co-chief instructor, will be the new team driver for Downtown Porsche/Speedstar Motorsport team. Tim was the Gold class champion in 2014 and he placed 2nd in the Platinum masters champion in 2015 and 2016.

- Pfaff Motorsports has four full-season drivers lined up: Scott Hargrove (2014 Platinum class champion), Orey Fidani (2015 Gold class champion), Shaun McKaigue (a 14-year UCR member, PCA Club Racer, 2011 and 2016 Gold class champion) and a newcomer Ed Killeen.

- 17-year-old Michael de Quesada will be the driver for Policaro Motorsport/Alegra Motorsports at the series. Michael was one of the four drivers in the Porsche customer team, which drove a Porsche 911 GT3 R and won the GT Daytona class in the 2017 Rolex 24 hours at Daytona in February 2017.

The GT3 Cup Challenge Canada series opening round will take place Victoria Day SpeedFest weekend at CTMP from May 19-21, 2017.

By the time you receive this May 2017 issue of *Provinz*, we'd already had our first Drivers Education ("DE") weekend at CTMP on May 6-7. Jason Figueiredo, Fun Run co-chair, should be ready to lead a select group cars to the Frank Lloyd Wright - Fallingwater Tour from May 19-21. Stefan Walther's Niagara-on-the-Lake Fun Run is on Saturday May 28 and Hazel de Burgh, UCR co-chair, is supporting the BMW Trillium Club in conducting the Tire Rack Street Survival School on Saturday May 28 at the Powerade Centre in Brampton. This program is designed for relatively new drivers, within their first 10 years of driving to learn car handling skills in a safe, controlled, instructed program.

Jill Clements-Bartmann has been busy planning our annual Driven2Smile event on Friday June 2. About 70 UCR Red and Black group drivers will give rides to 300+ physically challenged children and their families at CTMP and we also host lunch for them. Our second DE weekend will take place at CTMP on June 3-4. We will have two autocrosses in June; June 4 is at the John D. Bradley Convention Centre in Chatham and June 25 is at the Powerade Centre in Brampton. The South-Georgian Fun Run is on Saturday June 10 and the co-hosts are Martin Hederich and John Tsourounis. Our annual business meeting is on Tuesday June 13 at the Islington Golf Club @6pm-6:30pm followed by our monthly Social. UCR Advertisers Appreciation Event will be the main feature of this social. The Bear Manor Niagara Escarpment Poker Fun Run is on Saturday June 17 and the host is Vaughn Warrington.

Pfaff Porsche hosts a "Classic Cars and Coffee" event at its new 100,000 sq. ft. facility in Vaughan, on Sunday June 25 @9am-11am. This will also be the official launch of Pfaff Porsche Classic Partner program and representatives from Porsche AG and Porsche Cars Canada will be present at the event.

Porsche AG released first quarter 2017 numbers with nearly 60,000 Porsches delivered to customers worldwide and it was up 7% from the same period last year. This makes Q1-2017 Porsche's best first quarter in the history of the company. In Canada, Porsche sold 1,399 new vehicles, which represent an increase of 28% from the same quarter last year. Macan continued its dominance as the best-selling Porsche.

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



SUBMISSIONS

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

provinz Information

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This issue of *PROVINZ* was distributed to 2713 primary Upper Canada Region members and has over 4000 readers.

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

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

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DRIVER'S SEAT



Randy D. Gananathan, Editor

Weltanschauung that fun runs are enjoyed by more members prompted us to dedicate this issue of *Provinz* to Fun Runs! 2017 fun run co-chairs have cooked-up an awesome smorgasbord to choose from on P38.

Our feature on P24 features the grand opening of Pfaff's new showroom (Bass Pro exit off Highway 400) sometime in June. We bring you bios of the team that has sold and serviced the most Porsches in the GTA with history dating back to the sixties.

We compare black apples to black oranges, outline how to drive the plank, teach to survive GTA streets and enjoy taking European delivery more than once. Father's Day features the annual Yorkville Exotic Car Show and this year I had a hand in inviting Porscheophile Jim Kenzie of Toronto Star fame as chief guest. Jim will be showcasing his Targa Newfoundland rally car raising sponsorship dollars towards Prostate Cancer Canada. Come out to this "car guy" street festival on Sunday, June 18th to enjoy 200 exotic cars parked along the Mink Mile of Bloor Street and donate freely to a great cause! Targa Newfoundland 2017 begin on September 7th and runs to the 15th.

Congratulations to *Provinz* Submissions Editor Garth Stiebel's tough newfound joie de vivre. He retired in April to become a daily 911 driver. Garth and I will work to streamline *Provinz* submissions to bring you an easier process to contribute to our newsletter.

We do our best, producing an award winning magazine and your contributions are what makes it worthwhile reading. Like all humans, we make mistakes in the crush of events to bring you this monthly read. The process is long, arduous and thankless for the amount of volunteer sweat that's needed to make it happen, so in our little world of publishing, we goofed and overcorrected Jay's contribution that generated sparks of its own in the freeze after the March issue was published. With sincere apologies to Jay, we are reprinting his original submission on P38, so plug-in, compare P34 of March to P38 of May and send me your backfire!

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 Shift into Spring - UCR Open |
| | 30 | Sun | 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 | Social - UCR Business Meeting & Advertiser Awards Presentation |
| | 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 |
| | 9-15 | Sun-Sat | 2017 Porsche Parade (62nd) Davenport Grand, Spokane, WA |
| | 11 | Tue | Social - Downtown Porsche |
| | 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, CMTF |
| | 5-6 | Sat/Sun | Club Race - Can/Am Challenge |
| | 8 | Tue | Social |
| | 12 | Sat | Oxford County Museums Ramble |
| | 13 | Sun | Autocross - Powerade Centre |
| | 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 | 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



THE WAY WE WERE...

40 Years Ago

A picnic was in the works for mid-May. It was the fourth newsletter and it had its third editor, **Steve Rush**. Talk about turnover! Ottawa Region (now Rennsport) was applying for Region status. **John Pozhke** commented, "Who knows maybe one day the Canadian Regions will host the Porsche Parade." With 75 members in the fold, **Pozhke** reported that 4,325 Porsches had been sold in Canada from 1958 to 1976. Zone 1 had 12 Regions and 1,731 members. The main event, chaired by **Doug Troyer**, Zone 1 Rep, was DE at The Glen. Registration fee was \$25, including dinner and a jacket patch. The 928 was introduced by **Hans Halbach**. **Frank Bittner** was considering stuffing a 911 engine in a 914—no easy task.

30 Years Ago

Your Historian was generously offered the free use of a 914 Porsche for the whole week at the upcoming Dallas Parade. We have a rally photo to prove it. Central NY and Niagara Regions were planning a joint anniversary weekend at The Glen. **Frank Bittner** and **John Timbrell** were to speak at the May Social about concours prep. Sponsor was H.J. Pfaff Motors. Membership had grown to 260. Our DE events were held at Shannonville. **Dennis Rak** was our tech writer. UCR was hosting a 914 day in Dundas. Our autocross was known as "Porsche-Corvette Challenge". Downtown Fine Cars was a new advertiser.

25 Years Ago

The The 968 was new. **Tom Hnatiw** was our monthly Social speaker. **Crawford Reid** was promoting DE at Mosport at \$170 for the weekend. **Howard Dexter** really liked the new 968. **Bruce Farrow** had a column called "Classic Porsches" and wrote about vintage racing. **Wayne Gilbank** was on the hunt for his first Porsche in LA LA land, California. He and Pauline drove their 911 purchase back from California. Shift Into Spring was a huge hit. **Ted Iten** did a report from Europe. Ted reported that the question everyone is reluctant to ask, "Will Porsche survive another five years?" No shortage of suitors should Porsche be unable to go it alone. **John Adam** talked about the upcoming Parade in San Diego—nine were attending from UCR.

Contributed by John Adam, UCR Historian



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NEW MEMBERS...Welcome!

| Name | Location | Model | Thanks To |
|----------------------------------|----------------|----------------|--------------------------|
| Sylvie Bernier | Iona Station | 17-Macan GTS | Porsche of London |
| Aaron Brady | London | 17-Cayman | Porsche of London |
| Sheila Brasca | Mississauga | 10-911 C4S | John Sullivan |
| Paul Bravi | Toronto | 17-Macan | Downtown Porsche |
| Daniel Bright | Burlington | 03-911 C | |
| Jack & Roseann Carcasole | Toronto | 09-911 C | Mantis Racing |
| Michael Cheung | Markham | 10-Cayman | |
| Diana Choi | Toronto | 17-Macan S | Downtown Porsche |
| Donald Gibson | Mississauga | 03-911 C4S | |
| Lisa Giles | Oakville | 16-Cayenne | Porsche of London |
| Jesse Goldman | North York | 13-Boxster S | |
| Lance Green | Toronto | 16-Boxster | Robert Hosking |
| Gary Hepburn | Carleton Place | 01-911 C4 | |
| Joel Hock | Toronto | 17-Macan S | Downtown Porsche |
| Rahowaran Indrapalan | Midland | 16-Panamera 4 | Downtown Porsche |
| Klara Klein | London | 17-Macan | Porsche of London |
| Natasha Kovacs & Jason Schneider | Lasalle | 17-Macan | Downtown Porsche |
| Louisa Lam | Toronto | 17-Macan | Downtown Porsche |
| Albert Lau | Markham | 17-911 C4S | |
| Philippe LeBlanc | Toronto | 05-911 C | Porsche of London |
| Wing Yip Chago Lee | Richmond Hill | 17-Macan | Downtown Porsche |
| Kyoungsun Lee | North York | 17-Cayenne S | Downtown Porsche |
| Hui Liao | Newmarket | 17-Macan S | Downtown Porsche |
| Doris Lin | Richmond Hill | 16-Cayenne | Randy Gananathan |
| Jenny Lu | North York | 17-Cayenne GTS | Downtown Porsche |
| Martin Lustyk | Etobicoke | 13-911 C | |
| Alejandro Macias | Toronto | 17-Macan | Downtown Porsche |
| Colin MacLennan | Kingston | 91-911 C2 | |
| Warren Manis | North York | 17-Macan | Downtown Porsche |
| Edward Matti | Kitchener | 13-Cayenne | Porsche of London |
| Trevor McGrath | Mississauga | 06-Cayman S | |
| Ken McNaughton | Brantford | 03-911 C4S | |
| Annik Moses | Thornhill | 17-Macan | Downtown Porsche |
| Sean Nakamoto | Oakville | 16-Cayman GTS | Porsche of London |
| Siamak Naziri-Khameneh | Maple | 12-911 C | Porsche of London |
| George Oelkuch & Nicole Bodera | Puslinch | 10-911 | Furtmair Auto Svcs. Inc. |
| Rong Pan | Toronto | 17-Macan GTS | Downtown Porsche |
| Al & Ann Poole | Keswick | 12-911 T | |
| Ronald Rempel | Waterloo | 17-Macan S | Porsche of London |
| Susana Santos | Pickering | 17-Macan | Downtown Porsche |
| James Schmalz | London | 15-Panamera T | Porsche of London |
| Ron & Dianne Schmidt | Toronto | 17-911 C4S GT | |
| Bill Smyrnios | London | 12-911 C | Porsche of London |
| Maria Stekolschikova | Toronto | 17-Macan | Downtown Porsche |
| Michael Stopford | Kitchener | 95-968 | |
| Neil Thompson | Toronto | 82-911 SC | |
| Richard & Nancy Wenglewick | Orangeville | 99-911 C | Autosport Orangeville |
| Marcelo Wolff | Toronto | 15-911 C | Porsche of London |
| Peter Woo | Toronto | 16-911 GT3 RS | |
| JunLing Wu | Unionville | 17-Macan | Downtown Porsche |
| Fangzhou Wu | Toronto | 17-Macan S | Downtown Porsche |
| Edmund Yang | Toronto | 17-Cayenne T | Downtown Porsche |

| Name | Location | Model | Thanks To |
|----------------|----------|------------|------------------|
| Kwan Lun Yeung | Markham | 10-911 C4S | Downtown Porsche |
| Stephen Zap | Kingston | 17-911 CS | |
| Wanlan Zhang | Markham | 17-Macan S | Downtown Porsche |
| Yuntue Zhang | Toronto | 17-Cayenne | Downtown Porsche |

ANNIVERSARIES...Congrats!

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

35 YEARS

Walter & Janet MacKay
David & Betty Pateman

30 YEARS

Michelle & Chris Plouffe

25 YEARS

Chris Black
Peter & Suzanne Earnshaw
Romanas & Rita Galinauskas
John & Sandra Galt
Kevin Kurnik
Glenn & Phyllis Lee
Frank Novak & Marla McLean

20 YEARS

John Amardeil
Peter Audet
Terry Bell

15 YEARS

Steve & Cathy Bisbee
Paul Dickie
Derek Fawcett & Diane Douglas
Barry & Willi Pow
Robert & Edric Sum
Jean Pierre Verbunt
Philip White & Anna Dopico

10 YEARS

David Connelly
Michael Edmonds
Michael Ellig
Faisal Hassan
Kimberly Viney
Robert & Nancy Zoeger

5 YEARS

Roger Alexander

Wai Tung Ng
Roger Stopford
Luigi & Frank Venditti
Jeffrey Wagman

Moe & Kassia Anwar
Rodney & Karen Bader
Pierre Beaudoin
Brooke & Jeannette Bevis
Keith & Ron Billings
David Black
Frank & Philip Bruno
John & Mary Davies
Harry & Linda Easton
Sencer & Julide Erkaya
Guido & Wendy Gallomazzei
Murray Hurst & Monique Jobin
Dean & Jackie Lines
Tom Lussman & Sonia Piteo
JP McMorrow
Patrick & Ryan Michels
David Muth
Trent Ogilvie
Alec & Micki Puksa
Raymond Punzalan
Graham & Lynda Stewart
Gary Thistle
Guiseppe & Antoinetta Trentadue
Jack & Joan Vanderkooy
Peter & Janet Van Velzen
Gord & Marilyn Whatley


Primary UCR Members

2713

Total UCR Membership

4002

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DOWNTOWN PORSCHE TECH WINS AWARD

UCR Scholarship awarded
On March 28th

By Kathleen Wong, UCR President

UCR's Kathleen Wong (President) and Michael Pohlmann (Vice-President) were pleased to present the Porsche Club of America, Upper Canada Region's Scholarship Award (\$1,000) to Nicholas Harrison at the Centennial College 2017 Student Awards Night on March 28, 2017. Nicholas is enrolled in Centennial College's Automotive Service Technician Apprenticeship program. He is also currently working as an Automotive Service Technician at Downtown Porsche.



Father's Day, June 18, 2017

How to Donate to Prostate Cancer Canada:

- Nominate your car with a \$100 or \$500 sponsorship
- Sponsor a car for \$500
- Buy a 50/50 raffle ticket at the show
- Enter in the prize raffle at the show
- Visit www.YorkvilleExotics.com



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



YORKVILLE EXOTIC CAR SHOW

By David Elsner, Executive Director, Yorkville Exotic Car Show Photos by Wolfgang (Sonny) Lott

7th Annual Event on Father's Day, Sunday, June 18, 2017.

Celebrate Father's Day by visiting a spectacular display of over 120 classic and exotic cars presented by the Bloor-Yorkville Business Improvement Area in support of Prostate Cancer Canada (PCC). Between noon and 5 pm, Bloor Street's "Mink Mile" will again be transformed into an expansive red carpet vehicle display where visitors will be able to stroll freely along Bloor Street between Avenue Road and Bay Street to see a wide range of exotic cars including Porsche, Ferrari, Lamborghini, Aston Martin plus many Super Cars and more!

The Yorkville Exotic Car Show is a one-of-a-kind way to spend Father's Day with your family in the heart of the city. This event has become an annual tradition for car enthusiasts of all ages and one of the premier events in the Greater Toronto Area.

The first Yorkville Exotic Car Show took place in 2010, drawing 12,000 spectators and raising \$20,000 for charity. Since then, the event has steadily grown to now drawing close to 100,000 spectators. In 2016 we were able to raise a record \$55,000 in donations for Prostate Cancer Canada. This year's team goal is to surpass all records to add to the over \$250,000 already raised for PCC over the past six years. Significant last year was that PCC officially recognized the Yorkville Exotic Car Show as the presenting sponsor of the Prostate Cancer Information Service (PCIS), a helpline with information specialists online who provide support and answer prostate cancer questions via telephone or email.

UCR has always played an important role with Porsche being the only brand represented in two car corrals, with most of the incredible vehicles displayed by UCR members. Members have also been exceptionally generous with their donations, either through sponsorships or by donating items for auction at the PCC booth.

Want to be part of the event? We're always looking for great exotic cars to display there. Nominate your car with a taxable \$100 base or \$500 Bronze donation. Planning to come

but not displaying your car? Make sure to stop by the PCC booth and participate in the prize raffle or buy a ticket for the 50/50 draw. Last year's winner took home \$5,000! Or simply drop off a oonie or toonie in one of the donation boxes. You can also sponsor a car with a \$500 taxable donation. Sponsors receive personal or company name on a static-cling windshield banner for the sponsored car. Corporate sponsors' logo remains displayed on the Yorkville Exotic Car Show web site for one year. Visit www.YorkvilleExotics.com to nominate your vehicle or sponsor a car. We also have other ways for you to donate on our website.

Together, our event is having a real impact in the lives of men diagnosed with PC and their families across Canada. Admission is free of charge so bring the whole family.

Thank you once again for your support.



SOCIAL EVENTS

UCR's Socials are designed to warmly welcome all club members, new and existing, and to help our members get involved in the club. As the saying goes, "It's not just the cars, it's the people!" At each Social, you can expect to socialize with many like-minded Porsche owners who are just as passionate about their cars as you are, perhaps more so!

Socials officially start at 6:30pm, but some members like to get there earlier. For the Golf Club Socials, starting at 7pm, we'll have a sit-down dinner in elegant surroundings followed by some interesting after-dinner speakers. Please check *Provinz* and UCR's website for the latest information on each of these events. Below are the details for UCR's next two Socials.

If you know someone who may be of interest to our members as a speaker, please let us know. And if you have any other comments or suggestions regarding UCR's Socials, let us know that too. Talk to us at an upcoming Social!

Registration: To register for each of our Socials in 2016, please log in to www.ClubRegistration.net. Register early as the number of attendees is essential for catering purposes. The cut-off for Registration is 11pm on the Sunday before each event. When registering, please let us know if you have any dietary restrictions and if you are a new member or first-time Social attendee. Using ClubReg is quite easy, but if you'd prefer to follow step-by-step instructions, please see www.pcaucr.org/how-to-register/. If you have any questions, please contact our registrar at socials@pcaucr.org.



Coming Events

MAY SOCIAL:

Date: Tuesday, May 9, 2017, 6:00-9:00pm

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

Guest Speaker: Brian Master, Host of The Jewel 88.5

Brian has celebrated a broadcasting career in Toronto of over 35 years. Born in England, he moved to St. Catharines as a young boy. His late father was one of the founding members of the St. Catharines Motor Club. Brian wanted to become a professional photographer, then radio came calling.

He started his radio career in a few medium sized markets including Chatham, Welland and St. Catharines. He then went to CHUM FM, Q 107 and most notably for 20 years at CHFI where he was the top rated afternoon drive host in Canada for over a decade. In 2009, Brian joined Jewel 88.5 as the afternoon drive host and Assistant Program Director for Jewel Radio. In 2005, Brian received his Real Estate licence and is a member of the Toronto and Mississauga Real Estate Boards. In 2014 Brian became a Certified Trainer for a personal growth program called: Infinite Possibilities -The Art of Changing Your Life. In his spare time Brian's interests include: almost anything with a motor and wheels, Toastmasters, playing drums, golf, aviation, cooking, travel, the arts and fitness.

Brian has owned a Porsche 914 and a 924 and tested both the first Tiptronic Porsche and the first Turbo in the '70s. He has been around Mosport many times both off and on the track and attended races at Watkins Glen as well as other tracks.



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



APRIL SOCIAL

By Michael Pohlmann, UCR Vice President

Karl Thomson – Team Principal, C360R Compass Racing was the guest of honour at the April social and spoke about his experience on and off the track. Karl joined UCR in 1991 and a short time later began his motorsports adventure as a student in UCR's driver education program in 1994 with his 944 Turbo; and when he became an instructor he was one of the youngest ever in PCA. He progressed through PCA Club Racing and in 2003 formed C360R, a professional motorsports operation that prepares and races cars in sportscar series in North America. This multiple championship-winning team has fielded cars in IMSA's WeatherTech Championship, the Continental Tire Sports Car Challenge, the Pirelli World Challenge, Canadian Touring Car and PCA events. As a driver with the team, Karl has won twelve pro races, and been on the year-end podium in four different championships. He finished second in the 24 Hours of Daytona in a Porsche Cayman in 2013. As a team owner, he has had drivers win over 50 races and five professional sports car championships between them. Beyond that, C360R has won ten Manufacturer's championships with their automotive partners.



Toronto-based C360R currently fields two McLaren 570S GT4s, a duo of Audi RS3 and S3s, and an Audi TT RS VLN.



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Photos by Michael A. Coates, UCR member

GTA STREET SURVIVAL SCHOOL

By Hazel de Burgh & Isi Papadopoulos, GTA Street Survival School Co-Chairs

Registration is Open!

Do you have any family, friends, or other loved ones who've had their driving licence for 10 years or less? Motor vehicle crashes are the leading cause of death for this group – don't let your loved ones be part of this statistic! Registration is open for our 2017 GTA Street Survival Schools: on Sunday May 28th at the Powerade Centre in Brampton and on Sunday November 5th at the IBM Canada Software Lab in Markham. The May event is filling up fast! The cost is only \$75 including a full day of training, lunch, and refreshments. This is tremendous value for a life saving program. It's a lot of fun, too.

But don't just take our word for it... this is what some recent participants had to say: "Awesome, amazing course!", "Loved it! Tons of fun!", "Great safe environment to figure out car limits", "Such a fantastic day – it will make me a better driver for sure."

Enormous Support for this Program: The Street Survival School program has been running for 15 years in



the US. It was founded by the BMWCCA Foundation and is generously sponsored by Tire Rack, Michelin, and Enterprise Car Rental. There are now more than 100 of these schools across North America. The program has been offered in the GTA as a community service initiative of the Trillium BMW Club with support from PCA UCR since 2012, and with sponsorship from Martin Merry & Reid Insurance. Together, thousands of people have volunteered their time or money to help save lives!

What Can a Student Expect?: This program is a mixture of classroom and in-car exercises on a closed, private course, with in-car coaches in each car. Safety is the highest priority. It's a full day of training that helps each driver become more confident and safer on the road. The program includes: skid control on a slippery skid pad, lane change/accident avoidance manoeuvres, braking exercises, and a slalom course on which to learn about the importance of distance vision and weight transfer. Other elements include an eye-opening transport truck visibility demo (showing what a truck driver can't see) and air bag demonstrations. The challenges of driver distractions are also emphasized



and students are given an opportunity, in a safe environment, to experience the effect of distractions on their skills.

Who Can Attend?: The program is designed for drivers with up to 10 years of driving experience. It is open to ANYONE with a G2 or G license. There is no need to be a member of the BMW Club or Porsche Club to participate. It is offered as a community service to all.

What Car Should Students Use?: Students should use their daily driver or a family vehicle, so they can become familiar with how that vehicle responds to sudden or unexpected manoeuvres.

What Next?: You or your loved ones can get involved in one of two ways (or both):

- 1. Sign up yourself** or a loved one for one of our 2017 programs on May 28th or Nov 5th – it will be the best \$75 you've ever spent!
- 2. Come out to help** – this is one of the many ways that UCR serves the community! Instructors and other advanced drivers are needed as in-car coaches, and we have

many jobs for other volunteers to help make the day safe and enjoyable for all.

For more information, see the ad below, and visit UCR's website to register as a participant or to volunteer:

<http://pcaucr.org/driving/street-survival-school/>

Register ASAP – don't be disappointed!



REGISTER ASAP!

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Targeting Drivers with Less than 10 Years of Driving Experience

ONLY \$75 incl. Lunch

Participants learn valuable life-saving accident avoidance & car control skills

SPRING EVENT: Sunday, May 28, 2017 at the Brampton Powerade Centre

FALL EVENT: Sunday, Nov 5, 2017 at IBM, 8200 Warden Ave, Markham

OPEN TO THE PUBLIC in ANY CAR!

For more info and to register, see: pcaucr.org/driving/street-survival-school/

BLACK APPLES, BLACK ORANGES

Part 2



A Tale of Two Turbos

Story and Photos by Elliot Alder, *Provinz* Ad Manager and Contributing Photographer

Some time ago, your intrepid author was sitting outside Ferrari of Ontario in a humble little 944. I'd just left a coffee date with former Toronto Star auto journalist Laurance Yap, and thought I would swing by to see what raucous Italians were on display around the corner from Pfaff. I'd taken a few snaps and headed back out to the car to select a playlist for the journey home, when a smiling man came up to my window to chat about the 944. This curly-haired stranger had just purchased a 944 of his own, and though he was there picking up parts for his 512 BBi, he seemed more excited to be sharing photos of his 150hp 4-cylinder with a fellow enthusiast. The condition of the car was impressive, but it was the faint silhouette of something else in the background that caught my eye. I didn't realize it at the time, but what I was looking at was in fact one of the rarest Porsches in existence.

It will never be possible to crown any one generation 'the best' of the 911 series, but the 964 and 965 certainly have some impressive credentials. At a superficial level, the 964 brought a breath of fresh air to the lineup after fifteen years of the G-series design. Boasting Porsche's first production all-wheel drive system and with more than eighty percent of its components being completely

new designs, the 964 was a major technical step forward for the brand. Aesthetically as well, the shedding of the infamous bumper accordions, new electronic rear wing, and smoothing of the tail end finally brought the 911's design up to date. Greater still was the introduction of the 964 Turbo (known internally as the 965), the successor to the yuppie-mincing 930. As memorable for their qualities as for their omissions, the turbocharged 3.3 and 3.6L versions of the 965 were especially important as the last of Porsche's truly classic beasts. Easing the 930's harsh lines without sacrificing its fearsome stature, the turbocharged 964 offered a thrilling driving experience in a (slightly) less deadly package. The engines' increased displacements smoothed the torque curve in the low end, at once easing the jarring violence of the 930's slow turbocharger and lifting power output across the band. Refinement needn't forsake the Turbo's reputation for ferocity, however, and the 965 balanced this step toward linearity by maintaining the 930's bratty rear-drive configuration.

The 964 was phased out in 1993 to make way for the smooth new 993, but Stuttgart wasn't quite done with the last of the stiff-nosed 911s. With ninety-three unfinished chassis still laying in wait, Stuttgart turned to the team at Porsche Exclusive to give the 964 one last hurrah. Under

their loving care, these shells were hand-crafted into the mightiest road-going Porsche yet - the Turbo 3.6 'S Package.' Of these, a number were ordered in the optional \$65,000 'X85' slantnose configuration. Pulling the pop-up headlights and front quarter panels from the 968, the X85 smoothed over its ancestor's fender vents for a streamlined design more closely resembling the incoming 993 than the old 930. The 'base' 964 Turbo's characteristic stance was maintained with the only the minor addition of fog lamps, asymmetrical rear fender vents, and of course a sweeping 'S' on the deck lid. Underneath, the venerable G50 5-speed remained, this time channeling an increased output of 385bhp. Of the 93 'S' cars, 76 were ordered with this flagship option while only a few were delivered with the standard 911 nose - one of which was in his own garage.

A few months after my encounter at Ferrari, *Provinz's* Editor introduced me to a pleasant man named Doug and a familiar but implacable friend of his in a warehouse full of 911s. Almost immediately, my eyes darted to the 965 in the room - a black Flachbau with gleaming 3-piece Speed-

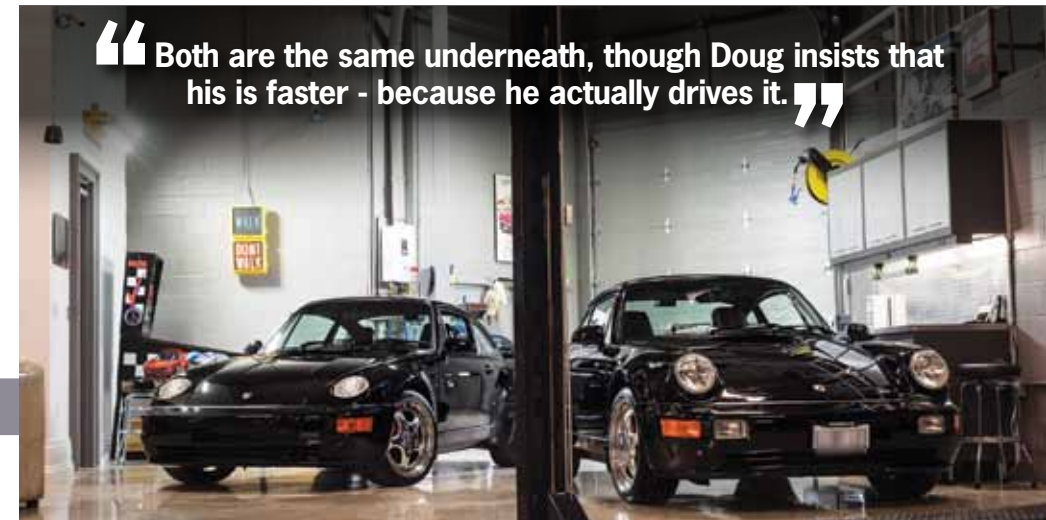
line wheels and nary a scratch to be found. At this point a phone came out with a familiar image of a matching car onscreen. As it turned out, this friend was the curly-haired man from Ferrari, and the 964 I had glimpsed that day was one of just seventeen.

For any readers who missed Black Apples, Black Oranges in the March issue of *Provinz*, this series explores the unique black-on-black flagship 911s that adorn the incredible garages of two childhood friends-cum-UCR members. Between them, Doug and Rob own two of the ninety-three 965 3.6 S models, as well as a pair of immaculate 930s, a 993 Turbo S, and a 996 GT2 - all finished in classic A1 black. Like many enthusiasts, the two present themselves less as owners than as their cars' current caretakers and have invested significant energy in their preservation. With so few X85s and even fewer 'S Packages' built, they are confronted with the dilemma of whether to enjoy these classics on the road or merely under the warm glow of incandescent lights. The rarity of these cars can not be overstated, and Doug and Rob are both acutely

continued on page 18...



“Both are the same underneath, though Doug insists that his is faster - because he actually drives it.”



BLACK APPLES...continued from page 19.

aware of their responsibilities to them.

"Why don't you drive your cars?" Doug asked Rob as I unpacked my strobes.

"Why do you drive your cars?", Rob retorted.

Of all the cars in their collections, the 965s are by far the most unique. Not only were fewer 964s given the Turbo treatment than any other generation (almost a thousand less than even the 993, in fact), but the scarcity of the 3.6 S coupled with both cars' specification and condition makes for an exceptional pair. Doug's X85 is just 3,000 miles from new, making it a true top-tier collector's piece. Rarer still is Rob's traditionally bodied (but fully-loaded) Turbo 3.6 'S Package,' one of only fourteen remaining and the only one produced with a beautiful walnut interior.

Given this, it may not be surprising that these cars only emerge from their garages on special occasions. Doug is not one to let such vehicles sit idle for too long, however. When he does lift the garage door, he never just drives a 911 Turbo - he drives the 911 Turbo. For him, none of these cars exist without the others; beginning with the 930 and carrying straight through to the 997, Doug makes a grand weekend of their every outing. Where most drivers focus explicitly on the thrill of the moment when driving these cars, this unique approach engages with the cars' greater lineage as one of motoring's quintessential evolutionary designs. Following the Turbo's history from the cockpit of the finest incarnation of each not only affords hours of exciting flat-six goodness, but it also allows him to intimately experience the ongoing narrative of the 911.

In contrast to Doug's covered-until-redlined approach, Rob likes to experience his cars as great pieces of art. Though he takes them out for the odd breath of forced air, the majority of their time is spent finely polished on a warmly-lit display. His space is sleek and stylish, with a generously-stocked bar fridge and small humidor completing the lounge. The floating wall panels are adorned with assorted automobilia, while a tidy workbench and cabinet keep various tools and detailing supplies tucked



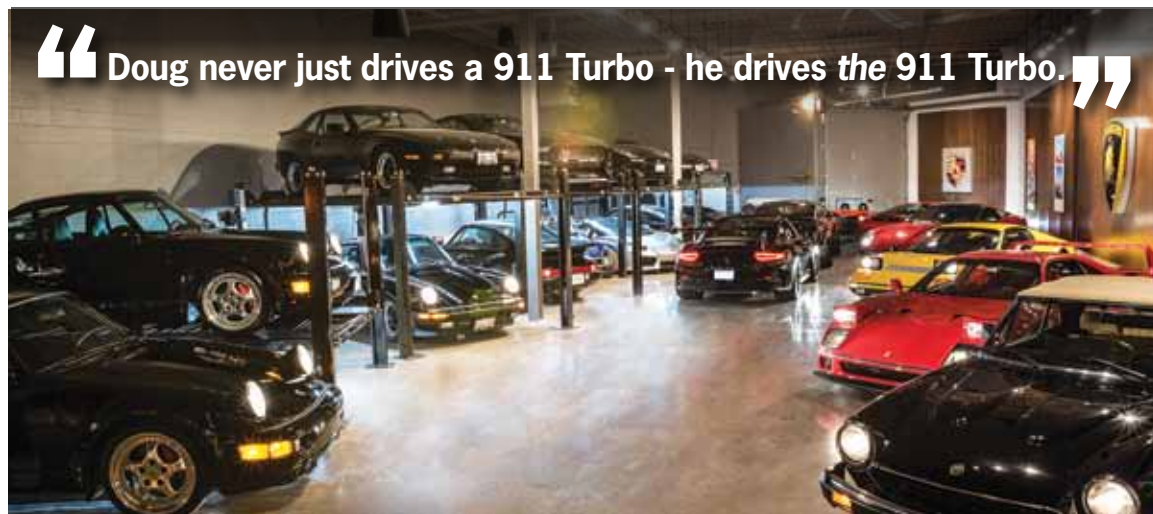
away. The 3.6's subtle black paint may not stand out as much as the Ferraris' warm hues, but this terror stands on a pedestal at the very front of his garage for good reason. For him, the Turbo 3.6 S holds a special significance as both a long-time 'grail car' and the beginning of his now-sprawling collection.

These two approaches raise an important question for the enthusiast: is it acceptable to endanger a car as special as one of these on the open road, or is it a greater sin not to drive them as intended? Many of us joined PCA for the love of driving, and the thought of such exciting cars as these being bound to lives on hoists and trickle chargers can sting a little. Doug and Rob obviously lean toward the conservative end of the spectrum, but it is important to remember that this is more out of historical respect than straightforward investment concern. Despite their breathtaking potential, these are priceless vehicles that have survived in astonishing condition for up to 30 years; for all that it may seem blasphemous not to drive the wheels off of an enthusiast car like a Porsche, a limited-run 965 3.6S is not a \$7,000 944.

Porsches are built to go fast, but that does not mean they are obliged to live their entire lives at 7,000 RPM. More than just toys for ceaseless exertion, pristine examples such as these are monuments to the automotive technologies that rolled off the line all those years ago. Some of us will drive our cars into the ground, but 40 years from now it will be the pampered cars such as these that will come out and remind us of Fun Runs past.



“Doug never just drives a 911 Turbo - he drives *the* 911 Turbo.”



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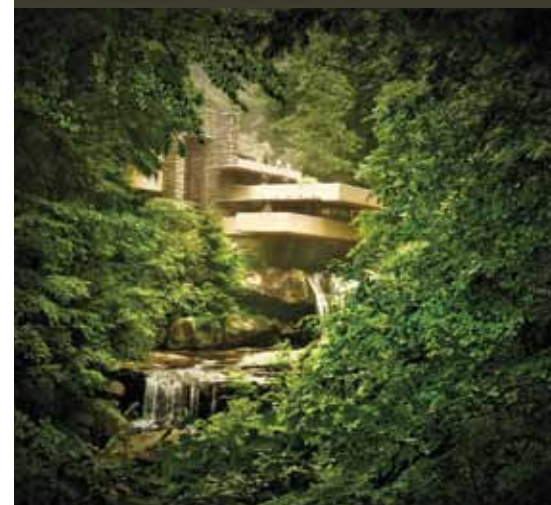


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DRIVING THE PLANK



By Jennifer Beauchamp, Event Co-Host & Curator of Oxford County Museum

Come enjoy a leisurely drive, taking in all the sights, culture, and flavours of both Oxford County and Elgin County while driving the plank! Stop to sample cheeses, wander through quaint shops, select local produce, experience historic museums and visit unique sights. Drive down the scenic highway #19, known as the Plank Line in Oxford County, the Plank Road in Elgin County, and various names in between. Built as a private toll road by the Ingersoll and Port Burwell Road Company with eight toll booths going back to 1849, this road has seen so many changes and holds a rich history we'll share with you!

Registration includes admission to the beginning and ending museums, the cheese tour, the Harvard tour, and lunch.

Starting place: The Ingersoll Cheese and Agricultural Museum at 9am.

Finishing place: The Port Burwell Marine Museum and Lighthouse at 5pm.

Distance: 50 Km

Along the way are the following museums, businesses, towns, and sites, waiting for you to discover.

The Ingersoll Cheese and Agricultural Museum in Ingersoll – meet up here and enjoy some cheese themed morning sustenance as you learn how cheese has been made for over 100 years in Oxford County.

Oxford County Museum School in Ingersoll – take a seat in the one room schoolhouse while the schoolmarm shows off some of the familiar and not-so-familiar artifacts in their collection.



Gunn's Hill Artisan Cheese creates award winning cheeses and our tour will take us through the cheese making process and end in the cheese shop. There's curds, beer washed cheese, wine soaked cheese, and many other varieties.

Oxford Honey is locally owned and provides honey and honey products. They also have a demonstration area where visitors can see hives, the bees inside, and how they are handled – all in a safe, screened atmosphere.

Coyle's Country Store is bursting at the seams with fabulous giftware, baking supplies, and old fashioned charm. Established in 1899, its motto is "The Whole World Shops at Coyle's", and you'll see why when you come through the door.

Canadian Harvard Aircrafts are located at the Tillsonburg Airport. These vintage aircraft were training aircraft for the Royal Canadian Air Force and this is their home base where they are restored and maintained. We'll get a tour of the maintenance hangar and see a Harvard being restored, then gather for lunch near the airfield.

The Station Art Centre was built in 1879 by the Great Western Railway and is now a community art centre with exhibits and a gift shop featuring the work of local artists and artisans. The Tillsonburg Farmers' Market is held in front every Saturday from 8 am to noon.

Annandale National Historic Site in Tillsonburg (Adult rate: \$6.00, Senior rate: \$5.00) is just off the Plank Road on Tillson Ave. This stately house is nationally designated for its magnificent interior, a premier example of the "Aesthetic Art Movement", with its extravagant hand-painted ceilings, ornate woodwork, and beautiful art glass.

Edison Museum in Vienna is located in the Bayham Family Table Restaurant. There you can see some of Edison's greatest inventions and learn the family connection of this little village to the renowned inventor. Take time for the new exhibit on the Plank Road – its history and origins.

Wind Energy Information Kiosk will satisfy your curiosity about the towering wind turbines scattered all along the coast of the Lake. It is located across the bridge in Port Burwell, 1.7 km along Nova Scotia Line at the intersection with Brown Road. If you want a leisurely drive, continue along the Nova Scotia Line till you get to #40, Springdale Road.

Turn right and you'll see on your left Hayhoe Hops, where they grow – hops! Continue along to Vienna Line and turn right. Turn right onto Brown Road, which will bring you back to the Wind Kiosk. Turn left to cross the bridge again and on to Port Burwell.

The Museum of Naval History in Port Burwell (Adult Group rate: \$16.50 per person) is beside the harbour with the HMCS Ojibwa, a Cold War era Oberon-class submarine that served in the Royal Canadian Navy. It is the only submarine in Ontario open to the public. Tour time slots will be set aside in the afternoon for those interested.

The Port Burwell Marine Museum and Lighthouse in Port Burwell is where the long history of maritime industry of this area can be found. The lighthouse, the oldest wooden one on Lake Erie, is open for those brave enough to climb the stairs to the top. This is also the location where you can drop off your treasure map for the prize. Let's hope you got 5 answers correct!

Your journey over, you can enjoy a cool beverage and hot meal at one of the eating establishments along the main street. Or just take off your shoes and enjoy the beach!



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Photo by Wolfgang (Sonny) Lott

UCR **TECH** SESSIONS

By Pete Koepfgen, UCR Member

Progress report on the Pre-A Restoration in Dresden

UCR Members attended a tech session at restorer Dave Weston's home in Dresden, Ontario to be treated to the details of a full restoration project of one of the first 5000 Porsches built. *Provinz* Photographer Elliot Alder was there to capture these images. Owner of the Pre-A Paul Weese, Dave Weston and tech session organizer Pete Koepfgen are working on a follow-up tech session to showcase the finished product and chronicle the 25 plus year restoration that required a workshop to be built. Dave's own 1963 Red 356 B T6 Sunroof Coupe awaits restoration after the Pre-A is completed. 🚗



Photo by Randy Gananathan



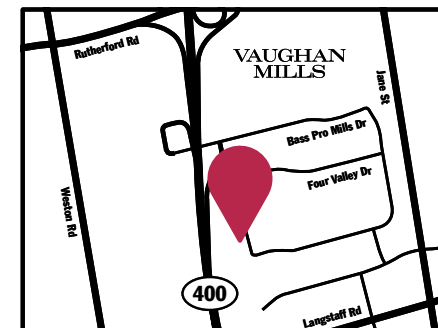
Photos by Elliot Alder, UCR Photographer



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PFAFF PORSCHE GETS A NEW HOME

Meeting the management team and support people while checking out the latest happenings at one of Canada's iconic Porsche dealerships



Photo by Laurence Yap, Pfaff Automotive

Story by Randy Gananathan, *Provinz* Editor Staff photos by Eshel Zweig, Contributing Photographer

Pffaff Automotive Partners is a group of automotive enthusiasts who share a passion for cars, motorcycles, and motorsports. The company was established as a single Volkswagen dealership in 1964 by Hans Pfaff with a vision to provide the best customer service experience in the industry. He soon added Porsche in 1966 and Audi in 1971. Hans' son, Christopher assumed control of the company in 1986 and expanded it from the single dealership in Newmarket to 14 business units spanning across Canada.

Pfaff originally acquired the Porsche franchise in 1966, operating it out of the Yonge St. location in Newmarket before relocating to Auto Park Circle in Woodbridge in 2002. The business grew massively from there, and in 2016, Pfaff Porsche was the #1 Porsche dealership in North America in combined new and pre-owned vehicle sales.

The dealership has outgrown its current home and will move into a new, state-of-the-art location on Four Valley Drive in Vaughan, easily accessible from Highway 400. At over 100,000 square feet, it's one of the largest Porsche facilities in North America, and provides the dealership with the capacity it needs to continue selling and servicing Porsche vehicles to the standard its customers expect.



Ashley Berkel, General Manager

Ashley grew up fascinated with sports cars- and especially Porsche sports cars, and pursued his passion throughout his studies, including a degree in Automotive Marketing and Business Administration at Georgian College. He's worked in the luxury car business his entire professional career, first with Volvo and Land Rover, and since 2015, at Pfaff Porsche. A resident of Kitchener, he is an enthusiast of air-cooled Porsches that enjoys downhill skiing with his wife and

children, as well as riding his road bike.

Scott Drew, Sales Manager

Scott has worked in the automotive industry since 2005, after graduating from Brock University, where he earned his bachelor of arts degree; he also has a masters degree in education from Medaille College. His passion for cars bloomed later in life, after he began work-



ing in the business; but he's now a full-fledged Porsche fanatic. Scott and his wife live in Scarborough, are expecting their first baby, and enjoy all kinds of sports - both watching and playing.



John Pera, Pre-Owned Manager

John has been in the retail automotive business for 25 years. His passion for cars came early in his life when he attended races with his Dad at Mosport and other race tracks. John enjoys spending his spare time golfing, watching auto racing and traveling with his kids and family. John has been with Pfaff since 2009 and is fluent in both Italian and English.

Mike McCarthy, Service Manager

Mike has been with the Pfaff Group since 1985, starting as a Porsche technician and achieving the level of Goldmeister technician. In the fall of 2007, Mike moved to the Service Manager position. With a father that raced Porsche's, Mike was introduced to the world of Porsche at a very young age and as time passed, was involved in motorsports for many years. Mike's commitment to providing excellent customer service and his passion for Porsche have led to his long standing career with Pfaff. Away from work, Mike enjoys his family, tinkering in his garage and ice hockey.



Jessie Richards, Assistant Service Manager

Jessie started at Pfaff Porsche in May 2012 as a service consultant and became a Porsche Brand Ambassador one year later. With a total of 8 years experience in the automotive service industry, she has recently taken over the role of Assistant Service Manager. Jessie strives to ensure that our Porsche owners experience a flawless and effortless service experience. Away from work, she enjoys a lot of outdoor activities, including hiking, golfing and ice hockey.



Vince d'Angelo, Parts Manager

The German vehicle parts business has been Vince's mainstay since 1969. He joined the Pfaff group in 1974. Vince's knowledge and expertise granted him the position of Parts Planner for Volkswagen Canada in only 2 years. There, he was responsible for ensuring there was an adequate supply of replacement parts for Volkswagen, Audi, and Porsche in Canada. In 1981 the Pfaff family saw Vince's return and he became the Parts manager for Volkswagen, Audi and Porsche after a short year. Vince's leadership has catapulted Pfaff's parts business into the giant that it is today.



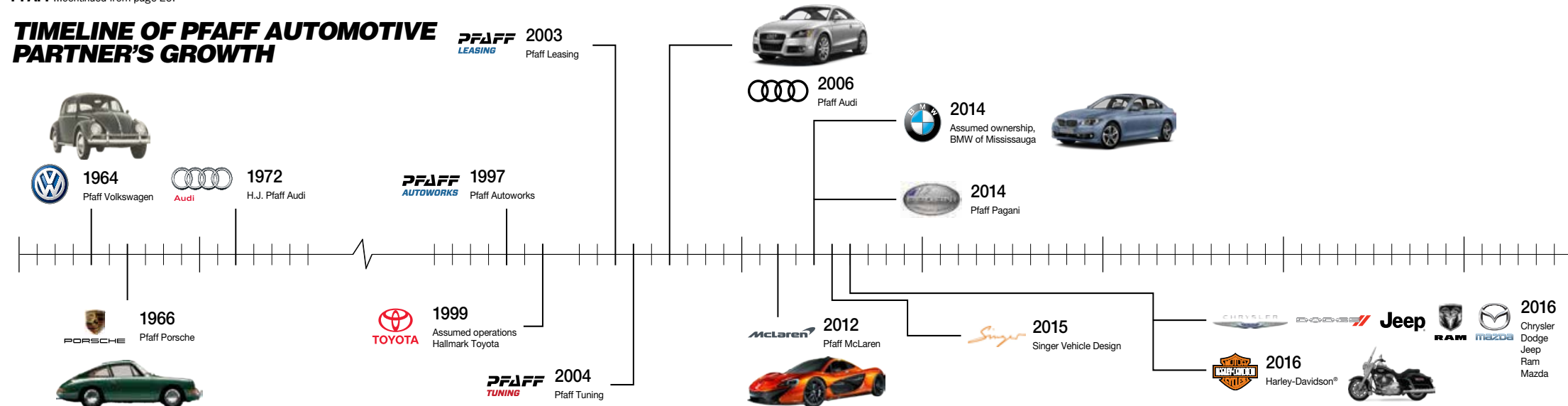
Vincent Ho, Sales

Vincent Ho has been associated with the Porsche Brand since 1999. Customer service is very important to Vincent and has helped him earn lots of repeat and referral business over the years. This passion for automobiles led him to a career in the automobile business and passion for the Porsche Brand. Vincent has participated in the Markham Chinese Soccer club for 8 years and also performs in the Cast Popular Music Club. Vincent speaks



continued on page 26...

TIMELINE OF PFAFF AUTOMOTIVE PARTNER'S GROWTH



English, Cantonese and Mandarin. Vincent can be reached on his cell phone at 416-414-1997.

John Hulley, Sales

John joined Pfaff Porsche in 2002 and brings 27 years of experience in the German vehicle market in Toronto. The Porsche 959 was a pivotal model for John growing up and thanks to his position at Pfaff, he was able to drive one. As a current vintage Porsche owner, John has a deep seated passion for the brand and brings that history to each Porsche owner he deals with. John has completed his

Porsche Brand Ambassador Training as well as Porsche Brand training in Stuttgart and Leipzig which helps John stay current on the latest new models. Although he is most often found at Pfaff, John enjoys his time spent at home in the Beach area of Toronto. The best contact number for John is 416-524-0894.

Stuart Drummond, Sales

Stuart Drummond has 19 years of luxury car experience. Stuart has the Distinction of being a Certified Porsche Brand Ambassador. Enthusiast in all things Porsche. Vintage Classic's to modern day Classic's. Building your Porsche with just the right touch of Porsche Exclusive items is his specialty. Stuart considers himself lucky to be a part of the Pfaff Porsche team for the last 14 years. Stuart is married with three children and all three are actively involved in racing go karts. Stuart's infectious enthusiasm will leave you loving Porsche for life.



Jerome Hylton, Parts Consultant

After working at BMW Toronto for 2 years, Jerome saw the opportunity join the team at Pfaff Porsche.



He began his career as a back-counterman before eventually becoming the expert in the Porsche Driver Selection boutique. Jerome's charisma translates well to everything he does in the Pfaff community. He has been a Marshall for Ride For The Cure, cheering on and supporting the riders every year since he's been at Pfaff.

Jerome has an insatiable love for customer service and you'll never catch him around the dealership without a smile.

Joe Tam, Service Consultant

Joe started his career with Pfaff Porsche in 2012 and has been a great addition to our service team. He was born in Hong Kong and

is fluent in English, Mandarin and Cantonese. His dedication and reliability is unwavering, and it reflects in the satisfaction and loyalty of his customers. Joe's favourite Porsche is the new 918 Spyder with a Weissach package. In his spare time, he is an avid ballroom dancer.



Peter Groenke, Service Consultant

Peter has been with Pfaff Porsche since 2005, but began his career as a Porsche Service Consultant in 2002. Anyone that knows Peter, knows that he loves racing and motorsports; he has competed as a driver in the Pirelli World Challenge Series since 2013. Peter's Porsche of choice on the track would be a 911 GT1. 🏁



More Pfaff Pfolks...



Pfaff Automotive Partners is a group of automotive enthusiasts who share a passion for cars, motorcycles, and motorsports. The company was established as a single Volkswagen dealership in 1964 by Hans Pfaff with a vision to provide the best customer service experience in the industry. He soon added Porsche in 1966 and Audi in 1971. Hans' son, Christopher assumed control of the company in 1986 and expanded it from the single dealership in Newmarket to 14 business units spanning across Canada.

All Pfaff dealerships provide a full service experience including sales (new and used), service and an extensive parts selection. Today, Pfaff Automotive Partners carries on Hans' tradition of creating extraordinary experiences on the road and track, with a commitment to customer service and automotive excellence.

Graphic courtesy of Pfaff Automotive

FUN RUNS, RAMBLES & TOURS

By Peter Hoffman ,UCR Fun Run Co-Chair

Another Spectacular Season Planned!

For members who If you have never been on one of these events, Fun Runs are half to full day excursions involving groups of cars that follow a leader for 2–4 hours of driving on Porsche-friendly roads, specifically selected by the host as having a high smile quotient with several rest stops and opportunities for socializing at selected venues such as restaurants, wineries, nature and historic settings, museums, art galleries, car shows, etc. Tours are similar drives that involve one or more overnight stays, and include organized lunch, dinner and hotel arrangements, along with stops at several themed venues. They usually involve a smaller group of 5–10 cars following a leader. Rambles are similar to Fun Runs and Tours in that they could be single or multi-day events, but there is no need to stay in a group and follow a leader. Drivers are given detailed route instructions that they can follow at their own pace, meeting up at designated venues along the route. For this reason, rambles can handle many more cars. UCR's Fun Runs, Rambles and Tours are great for ANY Porsche, be it sports car, sedan or SUV. Since these are non-competitive public road events obeying speed and traffic regulations, no specific driving skill or equipment is required—ALL are welcome!

See the table on the opposite page for the current summary of UCR's 2017 Fun Runs, Rambles and Tours.

Saturday, April 29, 2017

South Muskoka Spring Fun Run

For our 9th annual Muskoka Spring Fun Run hosted by Peter Hoffman and Humberto Duarte, we will meet at Tim Horton's (naturally) just north of Orillia, then travel along the winding roads of Muskoka in several "Run Groups" enjoying the crisp spring air and lakeside views.

Cost: Nil (meal/refreshment costs paid by each participant directly to venue)

Maximum Cars: 25 - **SOLD OUT**

Please contact event hosts for more information:

Peter Hoffman: peter@hwa-inc.com

Humberto Duarte: hjd@sympatico.ca

Sunday, May 7, 2017

Spring Port-to-Port-to-Port Fun Run

This event starts in Grimsby at 9:30am sharp, so we can be on the road for 10am, driving from Port to Port to Port along the Lake Erie coastline on a spectacular lake-view drive. We'll pass through many towns that start with the word "Port", hence our event name.

Cost: Nil (meal/refreshment costs paid by each participant directly to venue)

Maximum Cars: 20 - **SOLD OUT**

Please contact event hosts for more information:

Mike Blinn: cmblinn@gmail.com

Rick Zuccato: rjzuccato@gmail.com

Friday, May 19 - Sunday, May 21, 2017

Frank Lloyd Wright - Fallingwater Tour

If you ever wanted to visit Frank Lloyd Wright's architectural masterpiece Fallingwater in Mill Run, PA, then May 19 to 21, 2017 is your date.

For a full description see: <http://pcaucr.org/wp-content/uploads/2017/02/Fallingwater-GT-Tour-%20DETAILS1.pdf>

Cost: See description above

Maximum Cars: 10 - **SOLD OUT**

Please contact event host for more information:

Jason Figueiredo: jasonfig993@gmail.com

Sunday, May 28, 2017

Niagara River, Niagara-on-the-Lake Fun Run

Offering scenic views and great driving along the Niagara River, the twisty road of the Niagara Parkway begins on Lake Erie and wraps up in Niagara-on-the-Lake on Lake Ontario — passing by the mighty Niagara Falls, Whirlpool rapids, picturesque Queenston Heights on the Niagara Escarpment, as well as many wineries, golf courses and other attractions, with several opportunities to stop, chat and snap some photos. The fun run ends with a mini parade of our Porsches down Niagara-on-the-Lake's quaint and popular Queen Street (we're sure to have a good audience in this tourist town), as we head to the waterfront Ryerson Park (great photo-op!), where we can see Toronto's skyline on a clear day. Afterwards, we'll proceed to nearby Peller Estates winery for a tour of the vineyard and impressive barrel cellar as well as a mini car



| 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 7th | 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 | Gunter Gamauf | guenterg@rogers.com | 15 | email host | Sun, May 14th |
| 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, June 11th |
| 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 | Sold Out |
| 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 |

show of our Porsches on the winery's south lawn, and then have a wonderful dinner at a great local eatery (additional cost to be paid by each participant). Our meeting point at 11 a.m. is the large carpool parking lot, exit the QEW at Victoria Avenue, after which we convoy down the QEW to the Lake Erie starting point.

Cost: \$18/person (cost covers wine tour/tasting, meal cost paid by participant directly to venue)

Maximum Cars: 20

Please contact event host for more information:

Stefan Walther: stefan@waltherenterprises.com

Registration Opens: 9 PM, Sunday, April 2, 2017

Registration via <https://clubregistration.net>

Saturday, June 10, 2017

Southern Georgian Bay Fun Run

For this event, we will start in Thornton (just south of Barrie), then wind our way through the backroads of Essa and Clearview Township (motto, "beautiful landscapes-friendly people"). We will visit historic St. Marie among the Hurons in Midland for some insights into Canada's early history. After lunch we will continue to Port McNicholl, where we will see the SS Kewatin, a steamship built by the same people who built the Titanic. Then we will drive to Martin's farm near Angus for a leisurely get-together with BBQ.

Cost: \$65/person (includes admissions to venues, 3 course lunch, evening BBQ)

continued on page 30...

FUN RUNS ...continued from page 29.

Maximum Cars: 30
Please contact event hosts for more information:
Martin Hederich: dr.flue@primus.ca
John Tsourounis: jtsourounis@yahoo.com
Registration Opens: 9 PM, Sunday, April 16, 2017
Registration via <https://clubregistration.net>

Saturday, June 17, 2017
Bear Manor Niagara Escarpment Poker Fun Run

Join us for our 7th Annual Fun Run along the Niagara Escarpment. We'll continue with the added element of a Poker Run with prizes for the best poker hands from cards you pick up along the route. We'll start at 9:30am in the Grimsby area and wind our way through the Niagara escarpment, past scenic vineyards. We'll stop for a wine tasting and travel tree-lined roads. We'll end at Vaughn & Jennifer's home on the Grimsby escarpment where lunch and beverages will be served. After prizes are awarded, there will be an optional "Bear Manor Bash Concert" which all Fun Runners are welcome to stay for. Misq̄d (3 piece classic rock band – Bruce Springsteen, U2, Tom Petty, John Mellencamp) will perform 2 sets for your listening pleasure.
Cost: \$35/person
Maximum Cars: 45
Please contact event host for more information:
Vaughn Warrington: vwarrington@worldsourcecurities.net
Registration Opens: 9 PM, Sunday, April 23, 2017
Registration via email to host

Sunday, June 25, 2017
Ancaster Fun Run (924/944/968 cars)
Starting at 11am and going for two plus hours, this year's route will take us through the outskirts of Dundas and Ancaster and as far west as Brantford. Exploring city streets, country roads and farm country, we'll experience the rich history of the region. We'll travel many of the winding roads of the area (both old and new), past historic sites, and experience elevation changes before arriving at our surprise destination for food and libation and some afternoon enter-

tainment. This event is restricted to 924, 944, 968 Porsches.
Maximum Cars: 15
Please contact event host for more information:
Neil Dowdell: neildowdell@hotmail.com
Registration Opens: 9 PM, Sunday, April 30, 2017
Registration via email to host

Sunday, July 2 - Friday July 7, 2017
Tour to Parade, Spokane WA - TENTATIVE

Our Tour begins somewhere on the outskirts of Toronto. The route will follow some fabulous twisty back roads through 10 or more US states to arrive at Parade Headquarters in Spokane WA before the festivities begin at Parade. Be a co-host with Randy Gananathan and help plan the route, including driving directions, suggesting stopping points and lunch stops that will provide opportunity for some UCR camaraderie. Special arrangements with US Customs and Border Protection should facilitate smooth travel but it will be helpful for Ramble participants to enrol in Nexus or Global Entry beforehand.
Maximum Cars: 10
Please contact event hosts for more information:
Randy Gananathan: rdgananathan@gmail.com
CO-HOST NEEDED
Registration Opens: 9 PM, Sunday, April 30, 2017
Registration via <https://clubregistration.net>

Saturday, July 8, 2017
Grand Niagara-on-the-Lake Fun Run

Starting in the Hamilton area, our shunpiking route will take us along the scenic Grand River. Then it will wind its way across the Niagara Peninsula via some curvy roads. There will be a pit stop at a culinary market with baked goodies and coffee. After enjoying some more Porsche-friendly roads, we'll be stopping for lunch in wine country. Following lunch, our route will continue through the Niagara region with a cruise along the Niagara Parkway and finish in the Niagara-on-the-Lake area.

Maximum Cars: 15
Please contact event host for more information:
Guenter Gamauf: guenterg@rogers.com
Registration Opens: 9 PM, Sunday, May 14, 2017
Registration via email to host

Departing daily, from Wednesday, July 12 to Sunday, July 16, 2017
Ramble from Parade, Spokane WA - TENTATIVE

Our return Ramble from Parade in , Spokane back to Toronto will be set up differently than the Ramble to Parade (above). For those wishing to avoid driving home solo, from Wednesday onwards, this daily departing Ramble will see groups of cars depart after breakfast on a route that is generally the fastest route back to Toronto, with a couple of detours for some of the best driving in the area. Be a co-host with Randy Gananathan and help plan this event.

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PorscheCentreNorthToronto.ca

Opening Spring 2017.

Conveniently located at the northeast corner of Highway 401 and Highway 404, Porsche Centre North Toronto will be 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.

Now accepting pre-orders for Spring delivery.



Porsche Centre North Toronto
251 Consumers Rd Suite 1406 (temporary address)
Toronto, ON M2J 4R3
Tel: (416) 494-4911
info@porschenorthtoronto.ca
Facebook Instagram @PorscheNorthToronto



FUN RUNS ...continued from page 30.

Maximum Cars: 10
Please contact event hosts for more information:
Randy Gananathan: rdgananathan@gmail.com
CO-HOST NEEDED
Registration Opens: 9 PM, Sunday, April 30, 2017
Registration via <https://clubregistration.net>

Saturday, Aug. 5, 2017 *NEW*****

The Great One Niagara-on-the-Lake Fun Run

What makes this fun run so great? Not only does it include an awesome afternoon driving with fellow Porschephiles, it wraps up at the newly opened (April 2017) 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! Be one of the first to see the Great One's brand-new winery at the entrance to Niagara-on-the-Lake, which features a half-size ice rink complete with mini Zamboni. Offering scenic views and great driving along the Niagara River on the twisty Niagara Parkway that begins on Lake Erie and wraps up in Niagara-on-the-Lake on Lake Ontario. You'll pass by the mighty Niagara Falls, Whirlpool rapids, picturesque Queenston Heights on the Niagara Escarpment, as well as many wineries, golf courses and other attractions, with several opportunities to stop, chat and snap some photos. The fun run ends with a mini parade of our Porsches down Niagara-on-the-Lake's quaint and popular Queen Street (we're sure to have a good audience in this tourist town, especially on the August long weekend), as we head to the waterfront Ryerson Park (great photo-op!), where we can see Toronto's skyline on a clear day. Afterwards, we proceed to the nearby Wayne Gretzky Estates Winery and Distillery. The cost of this event includes the private winery tour and the private multi-course dinner in the barrel cellar. Our meeting point at 11 a.m. is the large carpool parking lot at QEW and Victoria Avenue. Exit the QEW at Victoria Avenue. We will convoy from here down the QEW to the Lake Erie starting point. Consider making this a little Niagara vacation for the August long weekend and overnight at a local hotel or bed and breakfast? For those who choose to do this, we could reconvene Sunday for a short drive and more fun.
Cost: \$120 (includes wine tour, gourmet dinner, tax and

gratuity)
Maximum Cars: 20
Please contact event host for more information:
Stefan Walther: stefan@waltherenterprises.com
Registration Opens: 9 PM, Sunday, July 16, 2017
Registration via <https://clubregistration.net>

Saturday, August 12, 2017

Oxford County Museum School Ramble

Enjoy a leisurely drive, taking in all the sights, culture, and flavours of both Oxford County and Elgin County. Stop to sample cheeses, wander through quaint shops, select local produce, experience historic museums and visit unique sights. Starting in Ingersoll, we'll drive down the scenic highway #19, known as the Plank Line in Oxford County, the Plank Road in Elgin County, and various names in between. End your drive in Port Burwell where you can relax on the sandy beach.
We will meet at the Ingersoll Cheese & Agricultural Museum between 9 and 10 am, located just off Highway 401 at Exit 218, in order to receive your tour map and treasure map questionnaire. Answer a mere five questions and then deposit it at the Port Burwell Marine Museum to be eligible for a prize.
Co-host Jennifer Beauchamp, the curator of the Oxford County Museum School has laid out the route and is arranging the visits to the various venues. She also developed the contest and is arranging the mystery prize.
Maximum Cars: 15
Please contact event sponsor for more information:
Jennifer Beauchamp: info@museumschool.ca
Randy Gananathan: rdgananathan@gmail.com
Registration Opens: 9 PM, Sunday, June 11, 2017
Registration via <https://clubregistration.net>

Saturday, August 19, 2017
Blue Mountains Ramble
Join us for our 8th Annual Ramble, which takes a meandering route from Primrose (north of Orangeville) to Clarksburg (aka "Artsburg"). For this year's event, we'll have an art appreciation theme. We'll travel some scenic backroads alongside winding rivers, go up and down the

Niagara Escarpment through a number of quaint villages and our rest stops will be in towns featuring local artists. After our lunch stop in Collingwood featuring more local artists, our curvy route continues through the picturesque Blue Mountains and we'll end with an afternoon Wine & Cheese reception alongside the Beaver River. Optional group dinner (at extra cost) is being planned for those wishing to stay overnight to further explore the area on Sunday.
Cost: TBD (including lunch, wine & cheese reception and prizes)
Maximum Cars: 30
Please contact event hosts for more information:
Hazel de Burgh: hazel.deburgh@gmail.com
Paul Biggin: pbiggin@sympatico.ca
Registration Opens: 9 PM, Sunday, June 25, 2017
Registration via <https://clubregistration.net>

Sunday, September 10, 2017
Niagara Escarpment Fun Run
Introduce your Porsche to some of the great driving roads in Niagara's breathtaking back yard! This run features some impressive twists and turns, and ups and downs, traversing the mighty Niagara escarpment as well as the surrounding area, which is dotted by beautiful conservation areas, snaking rivers, quaint villages and fine wineries. Several opportunities will exist to stop, chat, snap some photos and enjoy the best of Porsche and Niagara. The run wraps up at the Henry of Pelham winery for a short tour and tasting of premium wines in its impressive barrel cellar (included in the cost of the event), followed by an optional dinner (additional cost to be paid by each participant) with fellow Porschephiles. Our meeting point at 11 a.m. will be the large QEW and Victoria Avenue carpool parking lot. Exit the QEW at Victoria Avenue.
Cost: \$12/person (cost covers wine tour/tasting, meal cost paid by participant directly to venue)
Maximum Cars: 20
Please contact event host for more information:
Stefan Walther: stefan@waltherenterprises.com
Registration Opens: 9 PM, Sunday, July 16, 2017
Registration via <https://clubregistration.net>

Sunday, September 24, 2017
"Salmon Run" Fall Ramble

This Ramble will begin opposite Porsche Cars Canada's new headquarters at the NE corner of 401 & 404. We'll drive a scenic country route to Port Hope to enjoy the annual fall migration of salmon in which thousands of salmon swim upstream in the Ganaraska River. Then have brunch in historic Port Hope. Our return trip includes an ice cream stop at a country store. This Ramble will particularly appeal to members who enjoy nature, fishing and Ontario's great outdoors.
Cost: TBD (meal/refreshment costs paid by each participant directly to venue)

Maximum Cars: 50
Please contact event host for more information:
Randy Gananathan: rdgananathan@gmail.com
Registration Opens: 9 PM, Sunday, July 30, 2017
Registration via <https://clubregistration.net>

Wednesday, September 27 - Monday, October 2, 2017
Great Smoky Mountains Gran Turismo Fall Tour

With last year's tour selling out in seven minutes we return this year with a NEW Gran Turismo experience. The Smoky Mountain region has some of the best driving roads east of the Rocky Mountains. Jason Figueiredo with his 993 and Joseph Aquilina with his 996TT will take you on a six day adventure. You'll visit The Rock and Roll Hall of Fame, drive through the UNESCO Smoky Mountain and Appalachian Ranges, visit 10 States, overnight at luxurious boutique and historic hotels, and learn some history along the way. To provide you with an exclusive and intimate experience the Gran Tour is limited to 10 cars.
Description: <http://pcaucr.org/wp-content/uploads/2015/12/SMOKY-MOUNTAIN-GRAND-TOUR-2-details.pdf>
Cost: See description above
Maximum Cars: 10
Please contact event host for more information:
Jason Figueiredo: jasonfig993@gmail.com
Registration Opens: 9 PM, Monday, January 30, 2017
Registration via email to host

Saturday, September 30 - Sunday, October 1, 2017
Nickelball Tour

Our Nickelball Tour will take you north from Parry Sound across the newest and smoothest section of Highway 400 with its playful exits and on-ramps, past the historic canoe route to the west, then into the Canadian Shield for lunch at the Idylwyld Golf and Country Club in Sudbury. After lunch, our route heads west along the Trans Canada Highway to the picturesque curves and white quartzite mountains of Hwy 6 and to our overnight stay on Manitoulin Island. Day two will start off touring the North Coast of the largest freshwater island in the world and along open and clear roads to a catered lunch at the western point of the island. Running back on the southern route to South Baymouth, drivers can catch the ferry to the mainland (south) or take the northern route back through Little Current. All told, this event presents the most diverse, varied and unexpected landscapes in the province.
Maximum Cars: 30
Please contact event hosts for more information:
Greg Oldenburg: greg@oldenburginc.com
Dennis Centis: dennis@centistile.com
Registration Opens: 9 PM, Sunday, August 6, 2017
Registration via <https://clubregistration.net>



Sunday, October 15, 2017

Pfaff GTA Urban Circuit Ramble

You don't need to venture outside of the Toronto area to have an amazing Sunday drive – you just have to get out on the road early enough. Starting with coffee and refreshments at Pfaff Porsche in Woodbridge, this Sunday drive strings together some of the most picturesque roads in the GTA – as well as some of its best on- and off-ramps. It's a great way to explore the city in your Porsche, then end the day with lunch and an opportunity to socialize with fellow Porsche aficionados. For more information, please contact Laurance Yap at Pfaff: lyap@pfaffauto.com or 416 948 0672

Cost: Nil

Maximum Cars: 20

Please contact event host for more information:

Laurance Yap: lyap@pfaffauto.com

Registration Opens: 9 PM, Sunday, August 20, 2017

Registration via <https://clubregistration.net>

Sunday, October 22, 2017

Fall Port-to-Port-to-Port Fun Run

Our meeting place for our Fall Port-to-Port-to-Port Fun Run will be in Grimsby at 9:30am sharp, so we can be on the road for 10am. We'll drive along the Lake Erie coastline on a spectacular lake-view drive. And we'll pass through many towns that start with the word "Port", hence our Fun

Run's name. We'll stop a few times along the way to refill and empty our coffee, and have some great photo opportunities. Our final port of the day will be Port Stanley, where we can walk the beaches and have a great meal together to end our day.

Maximum Cars: 15

Please contact event hosts for more information:

Mike Blinn: cmblinn@gmail.com

Rick Zuccato: rjzuccato@gmail.com

Registration Opens: 9 PM, Sunday, August 27, 2017

Registration via email to host

DATE: TBA

Porsche of London Fall Fun Run

This event will start at Porsche of London and explore a picturesque route, past coastlines and bucolic farmland southwest of London to our destination in Kingsville, about 30 minutes from Windsor. There, we'll enjoy lunch and an afternoon tour of the Canadian Transportation Museum & Heritage Village.

Maximum Cars: 50

Please contact event hosts for more information:

Brad Van Bakel: brad@porschelondon.com

Mike Salter: mike@porschelondon.com

Registration Opens: TBA

Registration via email to host



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PARK IT ON THE BEST**

Pfaff Motorsports on RaceDeck Free-Flow



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RESTORATION Design INC.

Canadian Shops and Collectors

We're happy to announce that effective **November 11, 2016**, Restoration Design will be accepting Canadian currency in our online store!

Your order total will be calculated according to the current exchange rate when you checkout with your Porsche parts.

Plus, the average exchange rate is lower than the fee that credit cards charge to convert to USD - saving you money.

So what are you waiting for? Start shopping and get the best Canadian-made parts for your classic Porsche!

RESTORATION-DESIGN.COM

TRACKTALK 103



Photo by Michael A. Coates, UCR Photographer



By Dave Osborne, UCR Track Chair

With our IDS programs in the past and the first DE here, we are already looking forward to the June event. The combination June Charity and Driver Education Event is the

largest single weekend of our season and there is something for everyone.

We start off on Friday June 2nd with Driven-2-Smile. This huge Charity event, hosted by its Chair Jill Clements and her support team, brings up to four hundred special needs kids, their parents, siblings and caregivers to CTMP. There they are treated to a tent filled with activities designed for participation and entertainment. The numbers are divided into groups based on their needs so they can be given thrilling rides around the Mosport Grand Prix track by UCR Instructors and volunteers from the Black Run Group. I'm not sure who has more fun as the event unfolds! The smiles and camaraderie of both generations are heartwarming to see. Many of the drivers claim it's the best thing they do all year. You won't get any argument from the riding participants as they enjoy the opportunity to experience a Porsche on a racetrack that's driven by a highly qualified driver.

When all the participants have been cycled through the rides, they congregate at the tent where they are served a hot lunch as the activities wind down. It's a great experience for everyone and I know I look forward to it every year. I want to mention that Jill originally proposed the idea for this event years ago. With Del Bruce's organizational skills and the Board's support, they made it happen. This event is a tribute to both of them and to all of the volunteers that keep it going.

As D2S winds down, the Red and Black run groups are rewarded for their contributions of fuel and time with a nice lunch and some track time. We often use

the absence of students to fine tune their skills and get in some coaching for them. These are all avid performance drivers who enjoy perfecting their skills in a more open format. It's also a great opportunity to take notice of the Black drivers who are comfortable mixing with the Reds. They may warrant some Instructor training because the Track Team is always trying to get the most out of the track time available to us.

When Saturday morning rolls around, we are already warmed up and ready to go. Since it's only the second Driver Education event of the season, we're still cycling some of the IDS participants into the Green group. That means that over the course of the day, drivers who have never been on a track before and those who have 25 years of experience occupy the track. It's a good thing that we separate them! Our Chief Instructors, Stephen Goodbody and Tim Sanderson take it all in stride and somehow make things work smoothly. Their envelope juggling skills are breathtaking to watch!

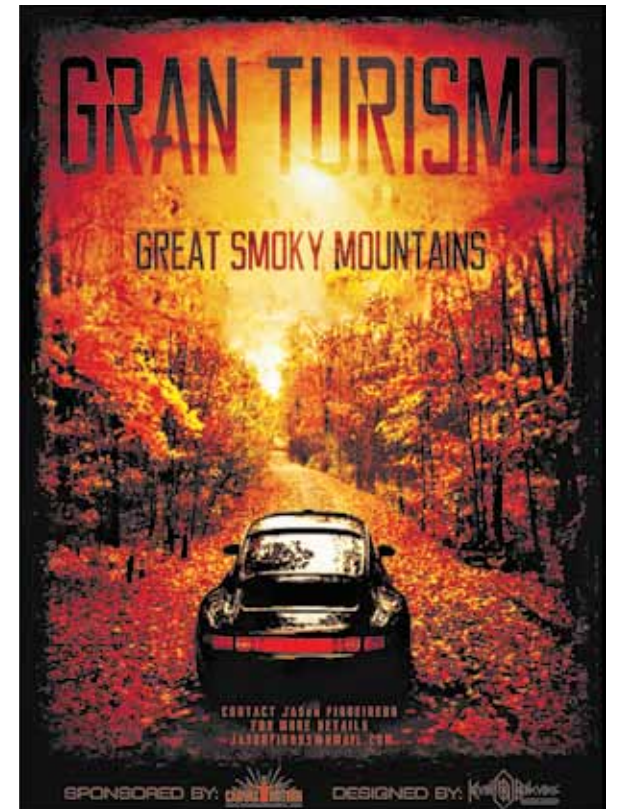
Things aren't over when the track shuts down at 5pm sharp. As soon as the track has been cleared, the track van, filled with many beverages, stages itself in Corner 10. The crowd grows until 5:15pm when one of the Chief Instructors arrives to host the annual Track Walk. I can't stress the value of a Track Walk enough to someone learning performance driving. Your car absorbs the imperfections on the track surface and softens the mechanical response of your inputs. Putting your feet on the ground and looking at the driving lines through the corners will give you a real appreciation of what is needed and where. Everyone who does the Track Walk on Saturday will see a noticeable improvement of their skills on Sunday. Did I mention the beverages?

Everyone who arrives on Sunday is well rested, comfortable and relaxed. Sunday mornings are usually less hectic because the time used to go through registration is now available to extend the free coffee

and donut social time. I should point out that attending the Driver/Safety Meeting is always a mandatory PCA Event Insurance requirement. Another thing that is important at any time and more so on the last day of a three day event is hydration. Anyone who has performed a spirited drive knows that you lose a lot of water. That can result in brain fade and poor reaction time...not something you want to combine with your prized Porsche. Please note that anything with caffeine in it (eg; coffee, pop and energy drinks) increase the rate of water loss. You may feel refreshed for a short period but your kidneys will use more water to remove the caffeine. Water...you need good, plain old water. Drink lots and stay sharp.

Performance driving, done right, is like a mental vacation. While you may expend a great deal of physical effort over the weekend, you will leave the event mentally refreshed. Good driving skills require one hundred percent of your concentration all of the time. Things at work, home and in your personal lives just dissolve as you concentrate on the next corner for a couple of days. You're surrounded by likeminded people who are there to support you in your enjoyment of our shared hobby while experiencing one of the finest cars available. Come out and share the experience with us.

See you trackside!
Dave



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THERE AIN'T NO FIRE WITHOUT SPARK

By Jay Lloyds, UCR Member



You may discard this article; some may take note, either way it is important for all of us to pay attention as to what goes into our high-performance cars. I also wish for you and your technician to discuss the reason he has decided on a specific set of spark plugs for your engine and how he came to that logic. The following is written with the express knowledge that these notes are taken from my experiences, what has worked for me may not work for you.

Dating back to the start of mankind, someone, somehow discovered the first ever ignition source for fire. Whether it was a spark from a flint or heat by way of friction, little did they know their “flicker of life” would eventually be used in what we call the “car.” An amazing invention if you really think about it, something on wheels with a huge pump that works by combusting a highly flammable substance and then by way of a spark ignites the compressed particles, which converts ignition to energy and from there the importance of inertia. The first nuclear weapon used an ignition source to flash of the thermite/cordite charge that drove a piston at extreme speed into a mix of highly reactive material, giving us the first ever Atomic Bomb. So, do not disregard the importance of a little spark, it is the source for light and life, but unfortunately death.

Amazing really that these little units of spark assists us with going to work, heats our homes, helps us in war time, cooks our meals and even put man on the moon. A rocket motor like the ones used for the Apollo Space Program didn't use any moving parts, all that was needed was a highly pressurized, highly flammable liquid propellant mixed with liquid oxygen and a spark to ignite the mix. NASA actually quotes these as “spark plugs”. They used a total of five F1 engines in the first stage to lift the Saturn V vehicle off the launch pad, reported by NASA to be equal to 175 million horse-power. This machine was the largest ever built for flight yet, without the mighty “spark” it could not go anywhere.

The development of the spark plug comes from very humble beginnings; many prototypes were tried but back in 1886 when Mr. Etienne Lenoir applied for the first patent on the improvements to an internal combustion engine he also built a type of spark plug for his application. Nicola Tesla also had patents on early ignition sources along with his study and development of electricity. These engineers/scientists didn't have computers and other equipment to help design and develop this new ignition source, they experimented with various ferrous metals that could be utilized for the central core while not forgetting to develop the

outside casing. It had to be a single unit, controlled within itself. They discovered that Porcelain was ideal for the task, it was a great isolator and an insulator and allows pulses of spark through the central electrode without penetrating through the outer body, but they remained aware that a crack in the porcelain will seriously affect the performance of the spark plug and therefore poor performance from the engine. It was Mr. Gottlob Honold in 1902 that was first credited with the modern design of the spark unit, it just so happened he worked for the Robert Bosch Company.

An ignition coil or magneto is employed to charge the power behind the spark, when electric current leaves a highly-charged coil it enters the spark plug and travels through the central core to create a short-circuit type of event. When the dielectric strength is reached the tip of the plug becomes ionized and the compressed charge is enough to trigger the spark. Voltage ignition coils on earlier cars were charging from 15,000-25,000 volts but with fuels becoming more sophisticated and the engines internal compression rising it necessitated the development of coils that burn as high as 40,000-50,000 volts. For this reason, ignition systems are marked with “warning, high voltage” stickers, the ignition source is so charged that a shock from the system can be fatal. As fuels became more sophisticated so too did the spark-plug, making it all the more important for choosing the correct spark plug for a specific application.

Spark plug electrodes now days are made from an assortment of exotic materials with copper, chromium, nickel-iron, platinum, tungsten, iridium, silver and even palladium giving the tuner a vast selection to choose from. Newer technology allows us to use very exotic materials, making the units very reliable but quite expensive. The outside insulator utilizes anything from the basic porcelain to the sintered alumina type. The sintered kind is an extremely hard ceramic that boasts a long life along with the ability to withstand extreme temperatures; it is this cover where you will find the manufacturers brand etched into the ceramic. The entire insulator is glazed to help seal the porosity of the raw ceramic, an unglazed finish would be porous allowing for a myriad of issues including spark jump.

The biggest issue we are faced with today is choosing the right plug. The choice of plug decides the fuel you will use and vice versa. All fuels and oils have had to evolve due to the serve pollution effects they have on our atmosphere and our health, the use of lead has long been eliminated. This makes it quite challenging for the fuel/spark management system to work efficiently and the higher the demand on

the engine the higher the energy is needed to flash off the mix. Therefore, a spark plug's heat range is extremely important for all and every engine, regardless of the fuel type being used. One needs to be very careful with the selection of a plug and is heavily dependent on the type of driving you do and what fuels you use. For me it references like this: A high-performance engine which is higher in compression or air-charged by way of super or turbo charger would need a cooler plug that works very well at the top end of the engine rev range yet have good enough heat qualities to burn the fuel and clean the plug at the lower RPM. The opposite is true for the lower performing engines that sit in traffic all day every day and never see higher RPM's near redline, under these conditions the engine would require a hotter spark plug. Most spark plugs and how they work depends mostly on the ability to burn-off the soot, carbon and oil left behind by every combustion event. If the plug is too hot at the higher end it self cleans very well but the overheat can melt the core which in turn overheats the porcelain which can break off and ruin your well-designed, very expensive motor. It also has a serious negative effect with the frightening possibility of detonation which is detrimental to any engine regardless of its make-up. If it is too cold then the combustion mix will not spark-off while driving around town and the plugs would eventually foul, which gives poor performance and an increased fuel consumption rate. Examining the porcelain near the electrode tip is one way to help determine if it is a cold or a hot plug, the thicker the porcelain the colder it is, and thinner is the opposite but this is a reference only as the make-up of the central core is also related to the heat range. Choosing to go with twin spark plugs makes it easier to determine what spark plugs will work, twin plug gives you a more reliable burn, more horsepower and better fuel economy but it is expensive. A spark plugs heat range has no negative effect on how hot the coolant or the oil temperatures will be.

An important fact often overlooked by technicians is the air gap from the tip of the electrode to the grounding post. All plugs from Bosch are pre-gapped though you should always check this with an appropriate feeler gauge. The gap itself should be adjusted to what the factory recommends but if you are looking for better performance or you are tracking your car and maybe using different fuels then experimenting with the gap can yield better performance. There are spark plugs with 2, 3 or 4 posts, with these plugs it is not possible to set the gap and has been gapped at point of manufacturing.

We must consider two of the most important items in regards to matching a spark plug to an engine, horsepower and torque, they are very different and happen at different times, though they do cross-paths for a very brief time. In most cases horsepower starts from zero through the rev range with it normally dropping off around 1,000rpm below peak revs. With real torque its range starts in most cars at approximately 1,500-2,000rpm above idle and at full throttle it continues to climb to approximately 4-5,000rpms after which it mostly flatlines, unless you have a high rev-

ving GT3, equivalent or a high boost turbo motor. Now the plugs come in to play, 90% of all detonation begins at about 15% after the start of torque, it is at this time when the possibility of trouble begins. All detonation on all engines is a killer, a boosted engine it's even worse, you can destroy a \$100,000 turbocharged engine within 3 gear changes. Once the detonation starts the only way to stop it is to immediately get your foot off the throttle, but by then it could already be too late. Nearly all cases of detonation isn't initiated by a colder plug, yet it is very possible a hotter plug may assist in the end of an engine, hence the caution.

Example, a 930 turbo motor has an idle timing of about 5-8 degrees before top dead center “TDC” with the angle widening as the revs rise. Its when the engine starts its torque curve that things can go terribly wrong, as the torque starts to climb the ignition has to dial-back the spark timing in order to avoid a problem. Once the torque is 60-70% through its travel the ignition control unit can start adding back timing all the way to the top so as by 6,000 or more you can increase the timing to 24-32 degrees advance, pending on what type of engine you have and again the fuels you use. The reason for this is simple and I will explain it simply as this... because the piston is travelling so fast that the ignition timing has to catch up to the engine rather than the engine catching up with timing, it is this catch-up event that can ruin your very expensive engine, I know this because I have seen good engines destroy themselves on a dynamometer, it's what nightmares are made of.

Manufacturing got more sophisticated in the eighties and now these expensive engines have on-board computer systems monitoring the events of every engine cycle. Destruction of an engine in past years happened all too often, but thanks to the O2 sensor, a cylinder head temperature sensor and the all-important knock detector sensor engines now have a much better chance at survival. These computers can sense if the engine is using good fuel or bad fuel, high octane or low octane and can adjust themselves accordingly. But that said you still have to be aware of what goes into your car, this includes the gas you use. My thinking is this, Porsche's built from 1999-2017 should always go with what Porsche recommended from new, anything older you can experiment with. I have built engines that are identical but used different spark plugs, this was mainly due to what the engine was going to be used for along with the different fuels it would consume. You may have to try a couple of different heat ranges to find the spark plug that works best for you and your engine. Race engines are in a category all by themselves but using the same guidelines you may have to run a few sets till the desired performance has been achieved, this can also be performed using a rolling road dyno.

We have to discuss a little about the art of inspecting the tip of the spark plug and you need to understand what to look for and what you are looking at. It's easy yet difficult, as you need to understand fully what the deposits on the plug tip is telling you. The best way of reading a spark plug

continued on page 41...

THE PORSCHEPHILE

Colin & Bonnie Wyatt: The “Taster’s Menu”

By Bonnie Wyatt, UCR Member

There are many high performance automobiles available and it's not easy to choose amongst them. But a Porsche not only has high performance, it can be a daily driver to most owners. Within the Porsche brand, there are so many opportunities for each and every owner to experience amazing driving enjoyment! It's almost like a taster's menu of performance vehicles...so many cars and so little time.

Owning Porsches for over 30 years has left a strong impression on Colin and I about the marque. It began in 1961 when Colin attended his first sports car race at Mosport (Players 200) where he watched a Porsche RS finish 2nd, 3rd, and 4th behind Stirling Moss' much more powerful Lotus 19. That event set a high level of respect being established in Colin's mind for these smaller displacement wonders.

Then, at his first part time job at a local garage, Colin experienced a customer owned 356 C that was being serviced there. The simplicity and perfection in its design left a deep and lasting impression.

On our very first date, I casually mentioned to Colin that I was looking at a Porsche 914 as a replacement for my Dodge Challenger. Were we instant life mates? But reality set in, a Firebird was the more realistic replacement that materialized and worked well for my travels throughout southwestern Ontario through the winter and summer months when I was still single.

Finally, our dreams came true and a new 924 S fulfilled our early desires, our first taste, that became our everyday driver. We enjoyed the absolutely perfect balance and butter smooth shifting of our 924. A few years later, we stepped up to a 944 S2. Although it was a much more powerful car, the S2 somehow lacked the gymkhana perfection of the 924 S, our very first love affair with a Porsche. Then a move to Europe led to a guards red 993 C2 that I used as my daily driver for many years as it was pure tonic for those typically long UK commutes.

Plans for returning to Canada after 20 years in Europe led to an order being placed for a new 981 Boxster S, which was ordered on condition it was available for summer delivery at

Zuffenhausen. The trip to Zuffenhausen and factory visit was nothing short of magical and is mandatory for any Porsche-phile! Driving the new car on the autobahn was a delight and, at speed, performance was breathtaking. The old M3 that we also owned while in Europe paled in comparison on the routes we had travelled so often. A run over to Croatia and down to Monaco through Italy in the new 981 Boxster S was a very unforgettable, sunny trip. The car turned heads, as it was a very early production unit and it was the only one seen on the autobahn.

Having lived in the Principality of Monaco for a number of years, we were very familiar with the road course. The Boxster S exhibited outstanding road manners and balance, never being unsettled by road imperfections, camber, or the constant scooters and chaotic traffic.

More recently, problems with an existing SUV led to a Macan S being ordered (new and sight unseen) for Leipzig delivery. After the positive Boxster experience, there was no trepidation about ordering the new Macan S for factory delivery. Leipzig is a much more modern factory, and although it somehow lacks the intimacy of Zuffenhausen, it nevertheless is a spectacular showcase for Porsche craftsmanship in manufacturing. Driving the Macan turbo on the track at Leipzig was awe inspiring, accomplishing things that seemed otherwise impossible from such a high driving position. Afterwards, were driven by a Porsche factory race driver at the helm of the Macan turbo where it acquired an “other worldly” demeanor, a hair raising demonstration of its high-speed capability. You really do have to recalibrate your brain to accept what this vehicle can do, both on the track and off road!



A trip through Germany and a stay in Berlin for the celebration of the 25th anniversary of the fall of the Berlin Wall, followed by visits to Poland, Hungary, the Czech Republic, and Switzerland completed a memorable journey. The Macan was impeccable! We then it delivered back to Leipzig for shipment to Toronto.

Locally, a Porsche track day at Mosport brought a new found “religion” to both of us when we tracked the Cayman S equipped with a device new to us in a sports car, the PDK transmission! The on track precision of PDK was amazing, particularly combined with Cayman track prowess. The allure of PDK resulted in an order for a new 991 C4 (of course with PDK), which was a flawless car for 2 years. The new 991 C4 was another daily driver and even wintered with us in the south and provided many happy cruising experiences to New York and the east coast.

Twenty sixteen marked the “last of the non turbo” 911 GTS production run and a very low km Porsche corporate car caught our eye. It was a lava orange C4 GTS which has now replaced our 991 C4. This is being written in the early days with our new C4 GTS, but once again, the brand impresses. That deep throated non-turbo growl, the increased grip and handling plus the power that a C4 GTS offers continues to set the high water mark that is Porsche, as we have always experienced across the smorgasbord.

Will it be our last, or could it be our “keeper” when the 911 hybrid is delivered? Not sure, but that's part of the pleasure. There will always be more to “taste” of this remarkable brand in the future. But, for now, if you see a lava orange 991 C4 GTS at any UCR event, be sure to come up to say “hello” or wave and honk as you pass us around the GTA! Meeting other “tasters” is very much part of the experience

SPARK ...continued from page 39.

after being removed from the cylinder head is to look at the tip. The area to look at are the electrode, the center porcelain and the outer body that sits within the combustion chamber, I use a high definition magnifying glass with a light source. A light brownish discoloration of the tip at the block indicates proper operation; other conditions may indicate malfunction. For example, a sandblasted look to the tip of the spark plug could mean persistent, light detonation is occurring, any damage that is occurring to the tip of the spark plug will represent the same occurrence on the inside of the cylinder. If the plug looks oily, or it has many carbon deposits or runs a different colour than the rest then you most likely have some issues that need immediate attention. If the surface looks clean, a little dark and is not shiny with no oil deposits then most likely your engine is running well but a little rich, there is one more thing to consider during this inspection, the actual colour of the tip must be equal to that of all the other spark plugs on the remaining cylinders, if not then you may have an issue with the injectors, fuel pressures and or the engine itself. In the days when we had lead and other additives and better quality fuels the spark plug would always have a creamy hue to it, and sometimes almost white, off white. They were also much easier to read than what we see today, with the unleaded gas burning away and entering the catalytic converter the only colour you will see now is black and nothing more than black making it tough to dial in an engine.

When I was first getting into racing in the seventies an old trick that some of you may know is indexing. Indexing the plug means that by the use of various thickness sealing washers on the plug threaded body at the head we could determine where the ground tip would be and how deep the plug protruded into the combustion chamber. By indexing the spark plug we could determine if the spark was facing the combustion mix or turned away from it. Performing this was a drastic measure, but it gave us an edge. Nowadays I think this trick has long been forgotten.

Finally, a reminder: the tip of a spark plug sits in one of the Worlds harshest environments so the next time you start your car you can reflect on that and have some respect for the little units, for without these you ain't going anywhere.



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PERIPHERAL VISION

By John Adam, UCR Historian

Just returned from drifting along the Rhine River covering the countryside from Switzerland to Holland. Then, it was back to Canada. We had to return directly from Amsterdam in order to be back in time for the first DE event. We first encountered river cruising a couple of years ago and we were quite taken by the experience. Next time, in September, it's Viet Nam and Cambodia. In the meantime, I must learn to become functional with chop sticks.

Life is good at this time of year. The winter blahs have been shaken off. The snow has melted even in ski country. The cars have been readied and our driver education season is back on track at CTMP = Mosport. Take pleasure in the fact that the good weather is finally with us, summer is just ahead, and opportunities to take advantage of it abound.

Last year, up to half of our DE drivers needed to get new helmets. There is a sticker on the inside of the helmet and

these stickers are only reissued every 5 years. The maximum life of a DE helmet is ten years. Thus, anybody with a helmet bearing a Snell M2005 or SA2005 sticker is obliged to replace the helmet, no matter when you bought it. The grace period is now over.

The debate about the difference between Snell M vs. SA specifications has been waged for years. Suffice to say, both specifications are approved for use at Porsche Club DE events. I always preferred the Snell M specification but others may beg to differ.

In 2017, if a vendor tries to sell you a helmet bearing a Snell M2010 or Snell SA2010 sticker, it has already lost half its useful life and therefore half its value to you. Don't get sucked in by a vendor carrying such old stock. Check the actual sticker.

This summer, Parade will be held in Washington. We won't have a lot of UCR registrants. Mike and Pam Bryan

will be showing the Canadian flag, eh? Each year UCR is on the list for a number of national awards. We have been recognized many times for our leading efforts for membership, charity, newsletter, web site as well as Region of the Year three times. Individual UCR members have received the Zone Reps Award and the Enthusiast of the Year Award. At Parade, we have made friends from the USA and Europe. Believe me when I tell you that national Parade goes know who UCR is, based on some of our historical crazy antics. It's always fun.

We are spoiled by having a wealth of choices. Since we can't be away every weekend, we need to make our selections. So, what's on your schedule? It's time to get the P-car out and enjoy.



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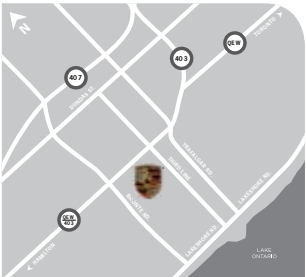


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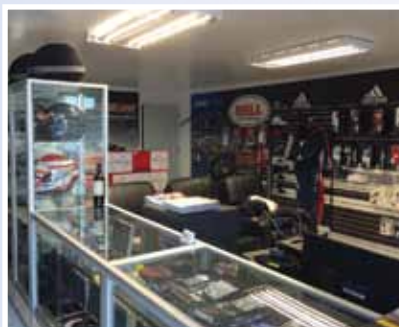
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