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THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA • ISSUE 416



NOVEMBER 2017
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“2017 UCR Concours: something for everyone” **P24**



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

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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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NOVEMBER 2017

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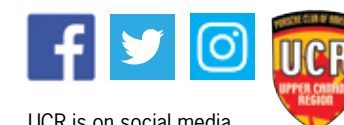
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Cover: Concours photo
by *Provinz* Photographer,
Wolfgang Lott. See feature
pictorial on P24.

PRESIDENT'S FORUM



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

It's UCR annual election time again. The UCR board of directors is comprised of a President, Vice President, Treasurer, Secretary, Past President and five Directors. The President can serve no more than two one-year consecutive terms and the

Director can serve no more than three one-year consecutive terms. Our 2017 Nominating Committee was comprised of the following individuals: me (President), Mike Bryan (Past President), Gregory Sachs (Director) and two UCR members at large, Paul Neto and Paul Smith. The committee has advised the following individuals to stand for the positions indicated on 2018 UCR Board: President-Kathleen Wong, Vice President - Michael Pohlmann, Treasurer -Terrence Tong, Secretary - Kimberly Viney, Directors: Scott Bodo, Terry Cassan, Peter Oakes, Gregory Sachs and David Walker. Our annual election will take place on Tuesday November 14 at our social and the new Board will take office on December 1, 2017

I would like to take this opportunity to thank two outgoing Board members: Neil Dowdell (Director and Club Race Grid Captain 2006-2016) and Foster Zanutto (Secretary, 2016 and 2017). These two gentlemen have been valuable contributors of ideas, viewpoints and action during their terms. They will continue as volunteers in other capacities, using their knowledge and experience to coach others into new roles.

As we are counting down towards the end of our fiscal year, I want to express my sincere gratitude to all UCR volunteers who helped to organize a total of 65 UCR events in 2017 for more than 4,000 participants. Approximately 30% of these events are performance driving events and the remaining 70% of the events are tailored to the whole family. I find the 30/70 split is intriguing. This is because on a trailing 12 month basis, 20% of the sales at Porsche Cars Canada were from two-door Porsches (911, Boxster, Cayman) and the remaining 80% of the sales were from four-door Porsches (Cayenne, Macan, Panamera)

2017 was a very successful year with excellent participation in many UCR events. I have grouped these events into four buckets:

1. Our performance driving events include the Introductory Driving School ("IDS") in April, monthly Driving Education ("DE") events from May to October, annual Club Race in August, Autocross from April to October and Tech sessions that attracted a total of 1,000 participants. Kudos to our DE track chair (Dave Osborne), DE co-chief instructors (Stephen Goodbody and Tim Sanderson), DE work assignment (Del Bruce and Tim Venturelli), DE tower control (John and Rosemary Adam), DE financial opera-

tions (Graham Jardine), DE tech line chief (Paul Neto), all the UCR volunteer instructors, Club Race co-chairs (Terry Cassan and Walter Murray), Autocross chair (Mario Marrello) and Tech session co-chairs (Paul Neto and Roger Stopford) and.

2. Our Monthly Socials, Fun Runs/Rambles/Tours, Rally and Ski Day attracted a total of 2,000 participants. Thanks to our Socials team (Peter and Susan Blake, Dagmar Ruehl-Pegg, Kim Viney, Michelle Gananathan), Fun Run co-chairs (Peter Hoffman, Jason Figueiredo, Cynthia Wong), all the Fun Run hosts, Rally master (Sajjad Butt) and Ski Day chair (Don Lewtas).

3. Our major events of the year include Open House in the spring, Concours d'Elegance/Picnic in the fall and the Annual Banquet (end of October) that attracted almost 1,000 participants. Thanks to our Open House Chair (Gregory Sachs), Concours/Picnic Chair (Randy Gananathan), and the Annual Banquet team (Peter and Susan Blake, Stefan Walther).

4. The last bucket is Community Events:

- We supported BMW Trillium Club at two Street Survival Schools ("SSS") by providing instructors and one-on-one in car coaching to help new drivers within their first 10 years of driving. Thanks to SSS co-chairs (Mario Marrello and Hazel de Burgh) and SSS Chief Instructor (Martin Tekela).

- One of the seven objectives indicated in UCR Bylaws is to support charities. Our annual Driven2Smile ("D2S") is a UCR sponsored charity event that took place on the first Friday in June. About 85 DE Black and Red run group drivers gave rides to 300 physically challenged children and their parents for a few laps at the Mosport Grand Prix track. Kudos to the D2S co-chairs (Del Bruce and Jill Clements), and all the volunteers for their tireless effort to make this event happened in the past six years.

- During the lunch hour of a few DE weekends, we gave rides to young children with cancer to make their dreams come true. Thanks to the Hearth Place for Cancer Support in Durham for making this happen.

Your Board of Directors are currently planning our 2018 events and we look forward to your continued support of UCR.

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

Kathleen



DRIVER'S SEAT



Randy D. Gananathan, Editor

A September to behold, blessed us with summer after the kids went back to school and UCR had so many events that everyone enjoyed along with the awesome weather. GT3 Cup, Autocross, DE, Fun Runs and Rambles, Rally, Tour, Oktoberfest -You name it, UCR had it all in September! October kicked off

with our risky, late-in-the-year Concours scheduled for the 1st, and the big guy up there blessed us with the best possible weather we could have even only dreamt of. Check out the photos on P24. It was truly an event for everyone as captured by Wolfgang Lott of the youngest participant, Paul Robbin's sweetheart, his daughter, hugging her Dad's 914 on our cover this month to Sajjad Butt's 100-year old Mom who wanted to checkout what her son has been up to for so many years with rallies and Porsches!

As we get ready or debate the insurance cut off dates and when to park our summer cars, Porsche introduced Porsche Passport, a new sports car and SUV subscription program, which provides members flexible access to Porsche vehicles via a mobile app. This month-to-month subscription program offers frequent vehicle exchanges, unrestricted mileage, and on-demand access for up to 22 different Porsche models. So when your ride is under wraps, consider this simple and flexible driving solution for a monthly fee.

The newest 718 Boxster GTS and 718 Cayman GTS are out now, powered by a 365-horsepower 2.5-litre turbocharged four-cylinder boxer engine with pricing for the 718 Cayman GTS starting at \$90,600, and \$93,000 for the 718 Boxster GTS

The new Panamera Turbo S E-Hybrid Sport Turismo flagship model will combine a four-litre V8 engine with an electric motor, resulting in a system power of 680 hp. With E-performance, the vehicle reaches 200 km/h in 8.5 seconds followed by vehicle confiscation by the OPP if you try it outside the track! It arrives in Spring 2018, with prices starting from \$214,900 for the base version of the car.

Joshua Brown owner of Doga Detailing shows us how to do it on P14 followed by Phil White (now the "wiser") lamenting his loss of memory and how not to in Germany on P16. Scott Tracey, our November Porscheophile, reminisces about magazines under his bed on P30 as Hugh Hefner was laid to rest on September 30th.

Porsche Centre North Toronto was officially opened this past September, with a ribbon cutting ceremony attended by nearly 1000 invited guests - Details on P32 and on P34 an artist at the event created murals of Porsches surrounded by models in the workshop.

Randy

Write to me about everything: editor@pcaucr.org



CALENDAR OF UCR EVENTS

Jan	3	Tue	Board Meeting
	10	Tue	Social Islington Golf Club
Feb	7	Tue	Board Meeting
	14	Tue	Valentines Social - The Musket
Mar	3	Fri	UCR Ski Day Osler Bluff Ski Club
	7	Tue	Board Meeting
	14	Tue	Social - The Musket
Apr	4	Tue	Board Meeting
	11	Tue	Social - Islington Golf Club
	15	Sat	Introductory Driving School CTMP Driver Development Track
	23	Sun	Autocross - Powerade Centre
	25	Tue	Tech Session - Pfaff Autoworks
	29	Sat	Introductory Driving School CTMP Driver Development Track
	29	Sat	South Muskoka Spring Fun Run
	30	Sun	Shift into Spring - UCR Open House (427 Auto Collision, Etobicoke)
May	30	Sun	UCR Spring Rally (ends at 427 Auto)
	2	Tue	Board Meeting
	6-7	Sat/Sun	Driver Education CTMP Grand Prix Track
	7	Sun	Spring Port-to-Port-to-Port Fun Run
	9	Tue	Social - The Musket
	19-21	Fri-Sun	1) Porsche GT3 Cup (Start) CTMP 2) Fallingwater Tour, PA, USA
	28	Sun	Niagara-on-the-Lake Fun Run
	28	Sun	Street Survival School
Jun	2	Fri	Driven 2 Smile & Red and Black Run Groups - CTMP
	3-4	Sat/Sun	Driver Education CTMP Grand Prix Track
	4	Sun	Autocross - John D. Bradley Con- vention Centre (Chatham, ON)
	6	Tue	Board Meeting
	10	Sat	South Georgian Bay Fun Run UCR Business Meeting (6-6:30pm)
	13	Tue	Advertiser Awards Presentation & Social - All at Islington Golf Club
	17	Sat	Bear Manor Niagara Escarpment Poker Run
	25	Sun	Cars & Coffee 9:00 - 11:00 Pfaff Porsche New Vaughan Location
	25	Sun	Ancaster Fun Run For 924/944/968 Cars
	25	Sun	Autocross - Powerade Centre
Jul	4	Tue	Board Meeting
	8	Sat	Grand Niagara-on-the-Lake Fun Run
	8-9	Sat-Sun	Porscheplatz - CTMP
	9-15	Sun-Sat	2017 Porsche Parade (62nd) Davenport Grand, Spokane, WA

Jul	11	Tue	Social - Downtown Porsche
	14	Fri	Summer Muskoka Fun Run
	22-23	Sat/Sun	Driver Education CTMP Grand Prix Track (No NNJR)
Aug	30	Sun	Autocross - Powerade Centre
	1	Tue	Board Meeting
	3	Thu	Test and Tune day, CMTF
	4-6	Fri-Sun	Club Race: Can-Am Challenge
	5	Sat	The Great One Niagara-on-the-Lake Fun Run
	8	Tue	Social - Hansa Haus, Mississauga
	12	Sat	Oxford County Museums Ramble
	13	Sun	Autocross - Powerade Centre
	19	Sat	Blue Mountains Ramble
	26-27	Sat/Sun	Driver Education CTMP Grand Prix Track
Sep	1-3	Fri-Sun	Porsche GT3 Cup (Final) CTMP
	5	Tue	Board Meeting
	10	Sun	Autocross - John D. Bradley Con- vention Centre (Chatham, ON)
	10	Sun	Niagara Escarpment Fun Run
	12	Tue	Social - Porsche North Toronto
	17	Sun	Autocross - Powerade Centre
	22	Fri	Instructor Day - Red Run Group
	23-24	Sat/Sun	Driver Education CTMP
	24	Sun	Salmon Run & Fall Coastal Ramble
	27-03	Wed-Tue	Smoky Mountain Fall Tour
Oct	30	Sat	Toronto Oktoberfest & Car Show
	30-01	Sat-Sun	Nickelball Tour
	1	Sun	UCR Concours d'Elegance UCR Annual Picnic
	3	Tue	Board Meeting
	7	Sat	Niagara Autumn Colours Fun Run
	10	Tue	Social - Porsche Centre Oakville
	13	Fri	Autumn Blaze Muskoka Tour/Ramble
	14-15	Sat-Sun	Driver Education CTMP
	15	Sun	Pfaff GTA Urban Circuit Ramble
	20-22	Fri-Sun	Autumn Fallingwater Tour
Nov	22	Sun	Fall Port-to-Port-to-Port Fun Run
	28	Sat	UCR Annual Banquet Islington Golf Club
	29	Sun	Autocross - Powerade Centre
	5	Sun	Street Survival School
	7	Tue	Board Meeting
	14	Tue	Social, Members Annual Meeting Hansa Haus, Mississauga
Dec	5	Tue	Board Meeting
	12	Tue	Holiday Social - Paff Vaughan

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

THE WAY WE WERE...

30 Years Ago

CNY and Niagara Regions were celebrating an-
niversaries with a joint four-day weekend event. **Bruce Farrow** wrote that we had just completed our 10th
DE season at Shannonville. Our gala awards banquet
featured **Scott Goodyear**. **Jack Christie** wrote a feature
about the upcoming Rothmans Porsche Turbo Cup
series. Mosport was reported to be considering an
expansion plan priced at \$100M

25 Years Ago

President **Phil White** headed south for a meeting
with Hurricane Andrew while editor, **David Gaunt**
reminisced about racers he once knew. **Dennis Rak**
was to do a mini-tech covering Porsche ignition
systems. Our DE program included guests such as **Jeff Pabst** and **Ludwig Heimrath**. **Crawford Reid** reported
that 190 members participated in DE. **Bruce Farrow's**
Classic Porsches provided insight into the factory
Cardex system. **Bill Zahorchak's** personal story talked
about the help he got from members when mechanical
problems surfaced at Mosport. **Ben Ciantar's** article
was all about Porsche storage. The Fall Colours Tour
had 73 cars entered. **Wayne Gilbank** met some race
drivers and ferried **Hurley Haywood** to YYZ.

20 Years Ago

Ninety members had taken part in the Muskoka Fall
Colours Tour. **Mike Harper** talked about the Centen-
nial College course organized by **Tom Brown** and **Ben Ciantar**. The new board had been elected with **John Adam** as president. We were promoting the Steamboat
Springs Parade and also the Rolex 24 at Daytona. We
reviewed **Botho von Bose's** wine tasting event. The
lowest cost wine won top spot. **Gillian Hargreaves**
reviewed the wet and windy golf outing at Cardinal
Golf Club. The Christmas gift exchange was all the rage
at the upcoming December Social. **Ben Ciantar** talked
technically about products such as Loctite and anti-
seize compounds. You wouldn't think that you could
get two pages of small print on that subject! **Leigh Kelk**
was promoting his charity auction. Pfaff Autoworks
was a new advertiser. Porsche was advertising new
lower prices on common parts.

Contributed by John Adam, UCR Historian



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NEW MEMBERS...Welcome!

Name	Location	Model	Thanks To
Carl Berney	Seguin	18-718 Boxster	Bernie Schroder
Dennis Centis	Sudbury	85-911 T	Greg Oldenburg
Bernice Cheng & Albert Lai	Markham	16-Cayman GT4	
Judi Christopherson	Belleville	01-Boxster S	
Andy Dang	Toronto	13-911 CS4	
Benjamin Dollar	Windsor	07-Cayman	
Michael Dronsfield	Thunder Bay	09-911 C4S Cab	Andreas Kottschoth
Allistar Gaskin	Markham	85-911	Liam Kelly / Bruce Farrow
Stephen Goodrich	Oakville	10-Panamera T	
John Hayward	Oakville	18-911 C4S GT	
Jesse Joseph	Toronto	85-911	
Saylo Lam	Lakeshore	18-911 CS	Jerry Tan
Richard Lang	Brampton	04-911 C4S Cab	
Jack Leggo	Mono	Ordered	
Brian Lisson	Dundas	82-911 SC	Brent Lawler
Cameron MacLean	Rockwood	08-911 CS Cab	Randy Swain
Bill & Adal Meikle	North York	10-Cayman	Mantis Racing
Walter Mestrinaro	Aurora	17-Cayenne SE	
Edward Nova	Thornhill	13-Cayenne	
Jonathan Reber	Burlington	12-Cayman R	Keith Jolly
Ben Rochette	Kingston	98-911 C4	
Michael Santella	L'Orignal	88-928 S4	
Nick Savino	Etobicoke	15-Boxster S	Shaun Simrod
Jason Simmons	Kitchener	98-Boxster	
Anish Somaiya	Markham	18-718 Boxster	
Matt Sommerfeld	Ottawa	92-968	
John Stanford	Toronto	08-Boxster S	Jay Diamant
Tony Tomasone	North York	12-911	Mantis Racing
Gregory P. Weber	Stoney Creek	07-911 C4S Cab	Zorotech

ANNIVERSARIES... Congrats!

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

30 YEARS

Robert Sandolowich & Ildiko Futo

25 YEARS

Gary & James Loftus
David Tanaka & Susan Michalik

15 YEARS

Bill Komar
Bob & Karen Rose
Richard & Cynthia Wodabek

10 YEARS

Michael Blinn
Phil Griffiths
Bruce Ivanyshynt & Douglas Forster
Steve & Genny Kelly
Tim Lambe & Annette Heatherington
Ronan McGrath

5 YEARS

Nick & Christine Danielak
Kevin & Judy Dempsey
Nick Giuffre

Tim & Leone Hesch
Michael McKee
Anthony Scire
Lino Valadas

Primary UCR Members

2816

Total UCR Membership

4138



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Porsche Club of America, Upper Canada Region

ELECTIONS NOTICE: Nominations Closed on October 15th, 2017

TAKE NOTICE THAT an Annual Business Meeting of the members of The Porsche Club of America (PCA), Upper Canada Region (UCR), will be held at Hansa Haus, 6650 Hurontario Street, Mississauga on the 14th day of November, 2017, at 6:00pm for the following purposes:

- To transact business of UCR, including:
a) Elect the slate of officers and directors who will take office on December 1st, 2017 proposed as follows by the Nominating Committee:
President Kathleen Wong
Vice President Michael Pohlmann
Treasurer Terrence Tong
Secretary Kimberly Viney
Director: Scott Bodo
Director: Terry Cassan
Director: Peter Oakes
Director: Gregory Sachs
Director: David Walker
b) Confirm the approval of the annual financial statements of UCR for the financial year ended December 31st, 2016, including the external auditor's report; and
c) Confirm the approval of the appointment of Collins Barrow Toronto LLP as auditor for the financial year ended December 31st, 2017.

2. To transact such other business as may properly be brought before this Members Meeting or the day of any adjournment or postponement thereof. Members are entitled to vote at this Business Meeting in person or by proxy. Members who are unable to attend this meeting in person are requested to sign and return a Proxy for this meeting. An electronic copy of the Proxy Form is available on UCR's website or by contacting UCR's Secretary.

DATED at Fonthill, Ontario this 16th day of October, 2017.

BY ORDER OF THE BOARD.

Name: Foster Zanutto
Office Held: Secretary

PROVINZ SURVEY

From Randy Gananathan, Provinz Editor

It is time again to budget and plan for UCR activities in 2018 and *Provinz* is one of our biggest budget items. Since taking over as Editor in 2015, I have made subtle improvements that rewarded us with a win in 1st place in Class VI in the PCA National Newsletter Contest at Parade this past year.

How can we make a good thing better? *Provinz* is our monthly newsletter with many members waiting anxiously for it every month. The only complaint I've received (other than typos and spelling) is that it has been delayed some months. Contributors don't always send in materials on time and I do this as a volunteer, so it is a hobby activity as much as it is a necessity for the club.

Please take a moment to respond to the following survey, as it will help tremendously with future planning:

Q1: Do you read *Provinz* Magazine every month?

YES or NO?

Q2: Do you want a printed-on-paper magazine every month?

YES or NO?

Q3: How do you feel about an online *eProvinz* every month with only 2 paper copies per year?

YES or NO?

Please send your answers to the above questions to: editor@pcaucr.org with the subject heading: *Provinz* Survey.

All you need to do is send me an email or phone me with your answers: YES or NO to each question by November 30th, 2017. You may of course provide more details about each question and anything else related to *Provinz*. Please also provide feedback about our Facebook, Twitter and Instagram, if you use social media?

All the info in the paper copy of *Provinz* is available online at www.pcaucr.org and back issues are archived on our website for members to login and review. Thanks!
Randy Gananathan, *Provinz* Editor
H: 905-780-9670

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

The Journal of Upper Canada Region

2017 TORONTO OKTOBERFEST

Porsche owners invited back for the second year

Story and photos by Randy Gananathan, *Provinz* Editor

Porsche owners were invited for the 2nd year running by the organizers of Toronto Oktoberfest to arrive in their Porsches and gain free entry to the afternoon event. Sponsors generously provided goodie bags to each Porsche including beer steins and traditional Bavarian farmer hats made of felt to go with your lederhosen and drindls. There were other goodies too!

Twenty-two Porsches and about 40 UCR members participated at this year's Toronto Oktoberfest held on Saturday, September 30th at Ontario Place.

Botho Von Bose took

first place in the people's choice wash and shine! Everyone enjoyed the great weather and German fare at the event including music and dancers.



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PFÄFF



SOCIAL EVENTS

UCR's Socials are designed to warmly welcome all club members, new and existing, and to help our members get involved to enjoy 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. The Golf Club Socials start at 7pm. We have a sit-down dinner in elegant surroundings followed by an interesting after-dinner speaker. Please check *Provinz* and UCR's website for the latest information on all 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: UCR members and guests must register for socials via www.ClubRegistration.net

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. Register early, as the number of attendees is essential for catering purposes.

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: socials@pcaucr.org



Coming Events

NOVEMBER SOCIAL:

Date: Tuesday, November 14, 2017, 6:00-9:00pm

Venue: Hansa Haus, 6650 Hurontario Street, Mississauga, Ontario L5W 1N3

This could be your last chance to take your Porsche out for a drive before winter sets in. This is the night of UCR's Election and Annual Business Meeting. Please come out to meet and support your new Executive and Board of Directors and to participate in a casual Q&A to find out more about the club. Dinner will reflect Oktoberfest in German surroundings Price: \$30 p/p with a cash bar.

Our speaker for the evening will be Diezel Lodder, a Canadian Army veteran of 35 years and founder of TLMotorsports Veterans Racing, a non-profit organization. Diezel will speak to us on the Race of Remembrance and his efforts to raise charitable funds to field a multi-national (Canada / USA / UK) entry of disabled veterans. The idea is to have one disabled veteran, serving soldier driver and crew member per country with the car and crew chief coming from Mission Motorsport. He plans to take several disabled veterans and serving soldiers with him as part of Team Canada and Team USA.

See the video "2015 Race of Remembrance" at: <https://www.youtube.com/watch?v=0HYs-BYOn-s>

Please register in advance via: www.ClubRegistration.net



DECEMBER SOCIAL:

Date: Tuesday, December 12, 2017, 6:00-9:00pm

Venue: Pfaff Porsche, 105 Four Valley Drive, Vaughan, ON L4K 5Y7

UCR's Holiday Season Social has been generously hosted by Pfaff Porsche for many years. Their new store and service centre opened in June 2017 and if you haven't seen it before, here's your chance to visit the largest Porsche Centre in Canada.

- A great opportunity to see the new Pfaff facility and meet their team.
- Tours available throughout the evening of the 100,000 sq.ft dealership on three levels.
- Vintage Porsche display and driving simulators.
- Prizes and refreshments.
- A surprise?

UCR members are encouraged to bring an unwrapped toy for donation to charities that bring smiles to kids faces during the holiday season.

Although there is no charge for this event, please register at: www.ClubRegistration.net



OCTOBER SOCIAL

By Stefan Walther, UCR Member Photos by Eshel Zweig, *Provinz* Contributing Photographer



Porsche Centre Oakville hosts UCR's October Social



Mmmm... Gourmet food!

mingling in a great atmosphere, a showroom full of Zuffenhausen's latest greatest sports cars.

President Kathleen Wong introduced and gave out Porsche club pins to new members who were attending their first social — Bernice Cheng, Yianni Halkias, Piotr Kotyra, Stan Kurak, Robert Prusic, Andrew Steele, Matt Wasilewicz, Robert West and Wilfred Yu.

Kathleen also spoke of the club's annual banquet, which always sells out, to be held Saturday, Oct. 28 at Islington Golf Club. She encouraged everyone to sign up as soon as possible through Club Registration to secure their spots.

Porsche Centre Oakville welcomed 130 members of PCA UCR for the club's monthly social on Oct. 10, serving some delicious appetizers and beverages,

The evening includes a reception, three-course meal, followed by dancing and more socialization. The event is subsidized by the club so is an excellent value at only \$50 per person (includes tax and gratuity). A cash bar will also be available.

Vice-President Michael Pohlmann promoted Nov. 5's Street Survival School, an excellent one-day training for newer drivers who have been driving for less than 10 years. Cost is only \$75 (including HST) and includes a full day of training, lunch and refreshments.

As winter approaches and the driving calendar thins out, yours truly took the stage to pitch one of 2017's last outings, Oct. 13's Autumn Blaze Muskoka Ramble, which I am co-hosting along with James Biggar. This is an encore presentation of the club's popular summer ramble in July — 34 Porsches registered for that drive, at press time 25 were registered for this one. We are accepting as many club members who would like to come, as it follows a

ramble format (everyone does not need to stay in a pack with a leader) and the lunch stop, the fabulous Portevino restaurant, can accommodate lots of people. The ramble takes place on a Friday to ensure lighter traffic on Muskoka's fine twisty highways.

A raffle was also held and one lucky club member won a stunning new Porsche jacket courtesy of Porsche Centre Oakville.

Special thanks to our host Porsche Centre Oakville's Hans Ulsrud, direc-



Photos by Eshel Zweig

continued on page 34...



Doxa Detailing shows us how it's done

Story & Photos by Philip Lieberman, UCR Member

I buy my Porsches in Toronto at Downtown Porsche. A benefit of doing business with this dealership is the excellent team of sales professionals, superb service advisors, courteous parts guys and competent technicians who take care of my car. Zero complaints, total satisfaction! A big shout-out in particular to Khalil Khan, Services Manager, at Downtown Porsche who always gives 110%! A hidden benefit offered by Downtown Porsche is membership to the PCA. I enjoy reading both Pano and Provinz to keep abreast of what goes on with the PCA and UCR, often lamenting to myself that I am not as active as I should be if only I had the time to be.

Time is my premium commodity and keeping my Porsche tidy is my biggest challenge. I'm currently on my second P-Car, a lovely Agate Grey Metallic 911 Carrera 4S, and being meticulous about how clean and perfect the car must look, I was having trouble finding the time to do it all myself. Then one day, while walking our dog, I saw this white van parked on my street, a banner flying next to it and a guy detailing a neighbour's Porsche. He was nearly done

with the detailing and the car looked like it was an unsold brand new car in the showroom. That's how I came to know the best thing that could have happened for the enjoyment of my Porsche – I met Joshua Brown of DOXA Detailing.

The Greek word doxa is found in scripture and translated as glory and Joshua explained that he chose this word for his business because he is a man of faith and he does his detailing with this ultimate goal in mind: to glorify the One who gave him the skills and abilities to serve his clients.

We set-up an appointment for Joshua to detail my car in order to assess whether his craftsmanship and meticulousness measured up to the high bar of my expectations. He was punctual and he followed a methodical process that was impressive to say the least. His van was fully equipped with everything necessary to do the job. He didn't ask me for anything, not even a hose connection or to plug into a receptacle for power.

Joshua's van holds a 250-gallon water tank (that is sufficient for up to eight or nine cars) with a de-ionizer for water conditioning. He runs a generator for the electricity required



The detailing operation begins with a thorough vacuuming and cleaning of the interior with highly specialized tools and cleaners.



Next, each wheel is individually cleaned and pressure-washed in turn, again using pH-neutral specialized cleaners.



The entire exterior of the car is anointed with a special foaming liquid soap similar to those used in automatic car washes, but this is much gentler on the car's finish.

for the various tools he uses including a very special pro-grade German pressure washer.

Joshua begins by cleaning the interior, vacuuming then using a non-scented pH neutral cleaner applied to colour coded microfibre towels. He used various tools and solutions which are specifically engineered for all the different interior surfaces- the leather, the fabric, the plastic, the carbon fibre and the glass.

The exterior begins with spraying another pH neutral wheel cleaner on the first rim and some AP cleaner on the tire and wheel well, agitating the rim with two or three different gentle yet effective soft-bristle brushes to remove all contaminants from the entire area including the barrel of the wheel, then pressure washing it all off. Each wheel is done individually from spray to wash before moving on to the next.


Once the wheels are clean, a special high foam liquid soap is pressure sprayed to blanket the entire car and it looks very similar to the foamy suds sprayed in touch-less automatic car wash systems (though I'm told that the high grade

shampoo he uses is much kinder to my cars surface than the stuff those machines spray), then Joshua goes over the entire exterior of the car with the softest merino wool wash-mitt that he rinses any debris from after completing each panel. All of the suds are pressure rinsed off and a special liquid with emollients is sprayed over the entire wet car that helps to preserve the shine, and make for a safe, swirl-free drying process. Microfibre towels dry off the car then every square inch of the paint was polished and coated with a ceramic coating.

My car looked immaculate! I have contracted DOXA DETAILING to maintain my cars all year round on a weekly basis. Joshua has proven trustworthy, so I often leave the keys for one or two of my cars at home while I'm at work and Joshua comes to the house and cares for them in my absence. I come home to a spotless car that is ready to be driven and enjoyed just as a Porsche should be.

I highly recommend Joshua's DOXA DETAILING service to any PCA UCR Member. The result is truly doxa, truly glorious!





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NORDSCHLEIFFE 2017

PART 2



By Phil White, Past President



OK, now, where did I leave off in part #1 of this article? Ah yes... I flew from Toronto to Frankfurt, Germany.

Apparently, there is a race-track at Nürburg that is the

longest (21 Km), fastest and most dangerous racetrack in the world. So what! I'm an experienced high performance driver. What could possibly go wrong!

I stayed at a hotel near Altenahr, about 20 Km north of Nürburg on the main north/south route # 257.

I rented a BMW e36 racecar from "Ring Freaks", just 10 Km south of Nürburg, in Kelberg.

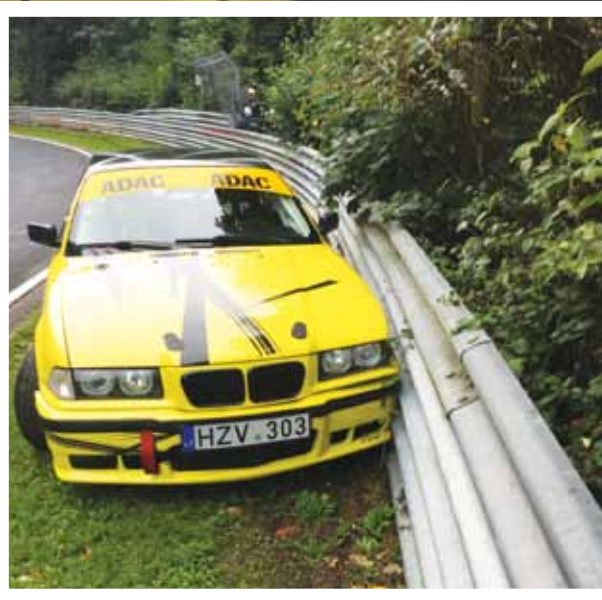
I did some laps of the famous Nürburgring Nordschleife (also known as the "Green Hell", thanks to Sir Jackie Stewart).

The German Formula One venue at the Nordschleife was relocated after Nicki Lauda's terrible crash and burn in 1976.

Anyway, If you remember part #1, I was just taking "Dovis" for a ride around a very dull, dank and wet Nordschleife racetrack, and frankly - doing OK.

However, as I mentioned in "Part 1" last month (You did read part 1, didn't you?) some corners look similar!

I approached a corner after "Exmuhle" that is half way around the track. Now, I recognized the upcoming corner, and knew that it headed onto a long and fast straight. I



Top: Gettin' towed. Above: Bad Parallel Parking

therefore accelerated, and the data showed that I was doing 130 Km/hr. Unfortunately, although I knew that I was correct; I was wrong!

I was actually approaching a tight right, late apex, dangerous corner, that then lead onto the fast straight (Bergwerk)!

Oops! Not the actual words that I used when I realized my little boo-boo. What to do? What to do, indeed! I decided to crash.

I impacted the metal barrier to my left at a speed of 80Km/h (50 mph) and took out 5 sections of the offend-



Bits & Pieces: The damage list was longer than I would have liked!

ing structure. Apparently, each section costs CAD \$450!

After sliding to a halt, thanks to a newly polished metal barrier, I felt it only polite to inquire after the health and welfare of my passenger, "Dovis". He appeared a little surprised. I suspect the reason being that it was his first ride with me.

Now, to be fair, Dovis did gesture me to slow down upon the approach to that fateful corner. However, I was more focused of where to crash and probably thought that he was just being chicken!

After we came to rest, Dovis did offer me some helpful advice. He said: "I told you so". I shall pay closer attention to Dovis.

The corner track Marshall signaled us that the local yellow was displayed, so we hopped out of the car, via the passenger side, and over the barrier.

The recovery was under a "Hot Lap", so only a local yellow displayed, and no track shut down. I would have to pay for a track closure (Don't ask!)

All of their Track Marshalls are active or retired police officers.

The flatbed from Bongard came and removed the BMW. They took it back to Kelberg, only 10 Km south of Nürburg, for CAD \$700! By the way, Bongard has the exclusive contract for the Nürburgring!!!!

Can you imagine how I felt after a German Police Officer approached me and said "Papers Please"?

After the Marshalls had documented the incident, they gave me a ride back to the office.

I asked that if they had crashed, would they have to pay? They said no. I then asked if I could borrow their car for the next day; they again said no.

I attended the office and paid for the barrier, the attending Marshalls, the clean up crew, the site equipment, the track vehicle, workforce weekday, and administrative fee. My credit cards were melting.

I then spent some time in the office at Ring Freaks, regarding the vehicle damage.

Ignas was gracious, accommodating and quoted a repair cost that was less than the contract called for. He can fix anything!

I called Canada and borrowed a blank cheque! I saw all the damage! Gearbox, Engine mounts, Front and rear suspension broken, steering rack, quality wheels bent,

lights, front fender, front bumper, front supports, Bodywork etc., etc.

Other damage included a cracked phone belonging to Dovis, and some cracked ribs, belonging to myself.

I offered to replace his phone, but he preferred to keep it as a souvenir. He said that it was his first crash on the Nordschleife. Happy to oblige!

I decided that this would be a good time to inquire about the availability of a replacement vehicle. Unfortunately, mostly booked.

Sunday 13 Aug. 2017

Today, the track was open between 1 and 7pm. I arrived at the track Diner just after 1pm and met Ignas and Dovis. They both had track cars. I didn't.

Dovis offered to give me a ride around the track. He's a really good driver and remembered every turn (Rather than every turn but one).

He built the car himself and leaves it at the Ring Freaks location while working in Berlin.

Shortly after the ride, the track was closed due to an incident.

Apparently a McLaren dropped oil at the fastest part of the track (Foxhole). A number of cars and people were involved. Three helicopters and several ambulances took up most of the afternoon. The track was later declared closed for the day.

Monday 14 Aug. 2017

I woke up but couldn't move. The inevitable consequences had finally arrived. I couldn't sit up or roll over and get out of bed. The telephone was on the other side of the room (Note to Frank!) If that wasn't bad enough, I suddenly got cramping in both legs. This was further compounded by my bladder urging me to visit the bathroom.

continued on page 18...



NORDSCHLEIFFE...continued from page 17.

What to do? What to do indeed! You will be glad to know that I fought the pain and successfully completed my mission with time to spare.

I drove down to Kelberg in the afternoon and viewed the disassembled car. Replacement parts were already delivered. I spoke with Ignas but he had bad news for me. The other clients had actually arrived, and therefore... no car for Phil!

But, then came the good news. DAVIS had called and offered to lend me his racecar to drive on the track. Wow! Thank goodness for short memories!

It was my last day in Germany, and I drove four laps of the Nordschleife in Davis's BMW. Under the circumstances, it was the most incredible four laps of my life. I returned his car in perfect condition. If you ever see someone else driving my 1974 Nine hundred and eleven, Introduce yourself to Davis.

Tues. 15 Aug. 2017

I managed to get back to Frankfurt airport in time for the flight back to Toronto, via Detroit. I failed to fill the gas tank, so expected a penalty upon its return. I was not disappointed. The actual fuel cost to fill the tank was \$75

CAD. The penalty charge, over and above that, was \$155 CAD. I retrieved the car and found a gas station.

My arrival in Detroit precipitated several long line-ups. My ribs and I made it through two of them, but the third long line made me cry Uncle.

I now became a "Special Needs" traveler.

They provided a wheelchair that looked like it came straight out of the movie set for "One Flew Over the Cuckoo's Nest".



Above: The "before" picture: Ignace & Phil in happier times! Left: Phil is sad.

GENERAL INFORMATION:

You may be interested to know that Frank Pezer, owner of the Hotel am Rossberg, in Altenahr, will be obtaining several road legal Go-Karts for rent. I kid you not! (See photo top of next page!)

He should have some by the time you read this (If it gets published).

E-mail Frank for more info:
rezeption@hotelamrossberg.de
Tel. 02643/904 799 0
www.hotelamrossberg.de

One evening, at the local track restaurant "PistonK-lass" I met another friend of Ignas. His name is Misha, a Russian car guy. His "You Tube" name is "Boosted Boris". Look him up.

I was fortunate to have met some great people (Almost worth crashing for).

If you're interested in driving the "Ring", I suggest getting in touch with Ignas at "Ring Freaks":

info@ringfreaks.de
+49 160 91083555
Dauner Strasse 31, 53539 Kelberg (DE)
www.Ringfreaks.de

SOME OTHER QUICK INFO:

The Nordschleife was built in two years and opened in 1927. It was to help a depressed economy in the region.



Wild road-going Go-Karts for rent at the Hotel-am Rossberg!

Around the same time, another smaller track was built called the "Sudschleife". This track was not as popular as its big brother.

Apparently some careless tank drivers in the forties made the Sudschleife a bit of a mess. It was left to decay and over part of the Sudschleife was built the newish GP track and buildings that stand today.



Ignace & Peter in front of their track car rental business, "Ring Freaks".

While the new GP track has much safer features, like wider run off areas, it does not hold the same fascination as the legendary Nordschleife.

Actually, wider run off areas sounds rather appealing.

Yours Very Ever So, Phil White ("The WISER").



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DRIVING THE PLANK



The Museum Tour

By Michelle Zhang-Gananathan, PCA Member

Photos by Randy Gananathan, Provinz Editor



August 12th, 2017 was a perfect summer day. Threatening weather forecasts gave way to puffy white clouds hanging like cotton balls on a clear blue sky background.

Jennifer Beauchamp, curator of two museums in Oxford County contacted UCR's Fun Run Chairs to inquire if she could entice Porsche club members to come tour the area and explore museums and country stores. The call was put out to UCR members looking for someone to co-host a fun run with Jennifer. Being a good two hours west of the GTA, it was difficult to find a member locally from the area. My husband and Provinz Editor, Randy Gananathan volunteered to co-host for this first year to help Jennifer who isn't a club member.

Jennifer being local to the region, plotted out a route with many interesting stops that Randy was invited to drive and fine tune to fit UCR rules and preferences. For example, UCR members don't like to drive their cars on gravel roads. This makes sense because a convoy of cars will kick-up dust and stones that are completely undesirable.

Together, they checked out all the proposed stops, drove and timed the route. Jennifer had found a really neat place to visit, but it was down a gravel road. Randy stopped at the entrance to the gravel stretch and didn't want to go there, so they crossed off this venue and drove

the rest of the route that was all paved. As they completed the route check, the question of where to end the event came up. They wanted to end close to the starting point or an easily accessible highway for participants to return home quickly. A restaurant was considered, but it was not the perfect place to end an event as it could be as if a meal was obligatory. Both Randy and Jennifer wanted to avoid this sticky situation, and end close to Hwy 401.

Gunn's Hill Artisan Cheese factory, the place that Randy didn't want to go to because it was located on a gravel road, was tactfully suggested by Jennifer as a place worth looking at as the ending point. Randy relented and they did make the stop at the end of their drive. Randy was impressed enough by what he saw that he accepted Jennifer's suggestion of this ending point and it was less than 650m of gravel, so if it didn't rain, it could work.



Photo by Ted Youngs



Photo by Matt Novak



Photo by Randy Gananathan

The event began bright and early at the Ingersoll Cheese and Agricultural Museum complex that has recently added the Oxford County Museum School.

UCR Ramble participants were introduced to how Ontario schools and classrooms looked like at the turn of the century or even earlier while everyone enjoyed coffee and very special breads from the nearby Leaping Deer Bakery. Jennifer had set-up with a bread toaster, butter and jams so everyone was able treated to warm toasted slices of savoury breads.

Scott Gillies, Curator of the Ingersoll Cheese & Agriculture Museum conducted pre-ramble tours of the Cheese Museum, explaining the history of cheese making

in Ontario and showcasing the collection of cheese making utensils, machinery and furniture used in the old days.

The group drove out after registrations were completed, waivers signed and the mandatory driver's briefing on UCR rules plus info about the route.

First stop was just about 7kms from the starting point at Leaping Deer Bakery. The place was abuzz with many early morning customers picking up baked goods and everyone in our group enjoyed the aromatic ambiance of this special bakery and stocked-up on freshly baked goodies coming off the ovens.

Oxford Honey was a really interesting stop with all of us crammed into a netted meeting venue for our protection, whereas owner and Master Beekeeper, John Van Blyderveen stood right next to the hives, opened them up for us and

continued on page 22...





DRIVING THE PLANK...continued from page 21.

casually pushed the bees around like they were his best buddies.

John's in-depth presentation of beekeeping, bee culture, habits and the effects of neonicotinoid pesticides commonly found in agricultural areas kill bees over time by gradually reducing their reproductive abilities and are especially harmful to queen bees, was very educational. Everyone had lots of questions and John's answers, his deep understanding of everything to do with bees combined with the experience of keeping about a million or so bees in his hives scattered across Oxford County, made us all want to get out our smart phones to do more research on the subject.

We stopped at a country market, had two more optional stops and arrived at the Canadian Harvard Aircraft Association Museum in Tillsonburg. The CHAA owns several Harvards that were used for fighter pilot training during WW-II. They acquire, preserve, restore, maintain, display and demonstrate these ancient flying machines, train and test pilots plus operate a formation team.

UCR members were invited to get into the cockpits, touch and feel the antique controls plus enjoy taking photos in and around the Harvards, unlike a Porsche Concours where it is all "hands off" with no touching!

After a catered, but simple lunch of assorted sandwiches and beverages, we left Tillsonburg, continuing



Top: Cheese making and honey harvesting.
Above: The Team table at Harvard Museum lunch.

down Plank Road until we reached the Port Burwell Marine Museum and Historic Lighthouse. Here was the place where Jennifer's Scavenger Hunt completed entries were collected and scored. Ted Youngs and his navigator Mary Ellen Duncan scored 100% and won "the Ultimate Dining Card" good for use at 10+ restaurants across Ontario.

This was also our afternoon ice cream stop with several options to choose from. The historic lighthouse that stands 65 feet high was open and one of few remaining wooden lighthouse structures that are open to the public to climb up to the top for a panoramic view of the lake and surroundings of Port Burwell. The original Bull's Eye Fresnel Lens of the light is on display. It revolutionized lighthouse technology 200 years ago when invented by a Frenchman named Augustin Jean Fresnel.

The town is home to HMCS Ojibwa, the largest display of the Museum of Naval History. Ojibwa served from 1965 to 1998 through the dangers and challenges of the Cold War. Visitors can choose from a number of different tours ranging from the hour-long Submariner's Tour of the inside of the boat; The Fish Eye View Tour of the outside; the combo tour including both the inside and the outside; and our most intensive tour - the 3-hour Greater Depths Tour.

Leaving Port Burwell, the ramble took a very quiet, but straight and well paved route north towards Woodstock. It was an exhilarating drive for our Porsches, ever mindful of local speed limits, we got to that point by five o'clock, the point where some participants chose not to venture out on that gravel road to Gunn's.

Those of us that went to the cheese factory were able to see how cheese production works, taste a variety of



Photo by Randy Gananathan

cheeses and of course take home some artisan cheeses. Every car was presented with a special bottle of wine bottled at a private winery for this event – Driving The Plank.

Although our ramble officially ended near Gunn's Hill Artisan Cheese, some members banded together to enjoy casual fine dining at Six Thirty Nine in Woodstock. Front row seats to the action in the kitchen, farm to table dining using locally grown Oxford County produce, Ontario Craft brews with old and new world wines including VQA selections and Chef/Co-Owner



Photos by Matt Nowak



Above: The HMCS Ojibwa, a cold war-era Submarine on display at the Port Burwell Naval Museum. The Port Burwell Lighthouse with its revolutionary "Bulls-eye" Fresnel Lens on its lamp: still impressive after more than 200 years!

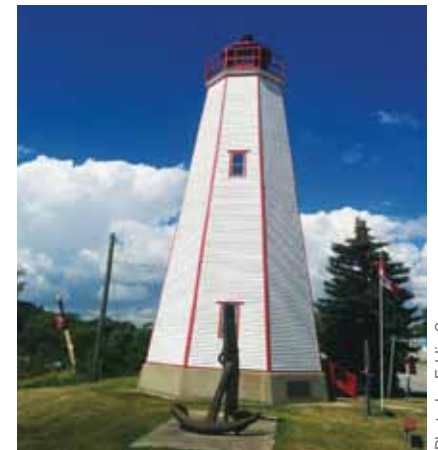


Above: The Harvards were preliminary fighter training aircraft during WW2.
Below: The Harvard Instrument panels feature period gauges and controls.



Eric Boyer's creations topped off a wonderful day, enjoyable ramble and the opportunity to meet new friends from UCR.

Jennifer would love to host this event next year and is looking for a local member of UCR from Oxford County or the surrounding areas to take the lead. Contact UCR Fun Run Chairs if you'd like to host!



2017 UCR CONCOURS & PICNIC



This year's Concours and Picnic had something for everyone! Here's a glowing pictorial of our best event yet!

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



Our 2017 Concours d'Elegance/Picnic took place on Sunday, October 1 at the Simeon Park with more than 200 participants. Thank you to the following advertisers who participated at the event: Rick McLaughlin (Director of Marketing, Downtown Porsche), Laurance Yap (Creative Director, Pfaff Automotive Partners),



John Cappella (Managing Director, Porsche Centre North Toronto), Margareta Mahlstedt (Director of Marketing, Porsche Cars Canada), Joshua Brown (Doxa Detailing), Randy Spenceley (Hagerty), Liam and Hilda Kelly (Keltech Performance), Albert Au and Frank Law (Speedstar), Sy Langer (Ultimate Transportation) and Zoran Halavanja (ZoroTech).



Over 200 Participants descended upon Simeon Park for this year's annual UCR Picnic and Concours. A six-stage rally was organized by Sajjad Butt to coincide with and finish at the event.



continued on page 26...



CONCOURS...continued from page 25.

Kudos to the volunteers who helped out at the event: Randy Gananathan (Concours/Picnic Chair), Terrence Tong (UCR Treasurer), Concours judging team (Bruce and Donna Farrow, Mike Edmonds, Danny Kroll, Mick Oliveira, Richard Shepard), Jay and Joanne Diamant, Helmuth Vorkoetter, Stefan Walther, Barry Wiseman and Cynthia Wong. Sajjad Butt, UCR Rally Master,

organized a wonderful six stage rally supreme that ended at the Concours/Picnic. It was amazing to see the whole Butt family and friends (including Sajjad's 100 year old mother) manning all the check points. Well done, Sajjad! Here on these pages and those following are images of the day as seen through the lens of our intrepid *Provinz* contributing photographers! Enjoy!



Left: Each of the winners of the top places were presented with mounted plaques proclaiming their class, position and the date of the event. (Photos by Wolfgang Lott)

Photos continued on page 28...



Photo by Wolfgang Lott



Photos by Elliot Alder



Photos by Matt Nowak





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FALL RALLY 2017

Out of the city,
into the countryside



By Sajjad Butt, UCR Rally Master



It was a beautiful “summer’s” day... in October! The unseasonably warm and sunny day would turn out to be a wonderful setting for a great day out on Ontario’s scenic roads through the region of Peel, into York Region to end at Simeon Park in Stouffville.

Early in the morning, 16 revving Porsches lined up in the parking lot of John Vince Foods in North York, about to embark on a rally that would take them through a mix of roads. The drivers would travel through all the urban road types and neighbourhoods one could find while getting out of the city and into the countryside.

Though tricky to plan a scenic ride out of the city, the route was able to achieve a milieu of curves and straight open roads. It took many pre-rally trips to ensure drivers would encounter the least number of lights and stop signs as they made their way out to rural Ontario.

The rally included the most number of first-timers ever.

It was nice to see the two past presidents Walter Murray and Mario Marelo, as well as three time rally winner David Stewart at the event in their shiny Porsches.

The winners of this event were first time rallyers in car #16 driven by Ashok Obhrai and navigated by his son, Kush Obhrai. Car #5, driven by Dixon Chen and navigated by Cynthia Wong placed second and third was car #12 driven by Mario Marelo and navigated by daughter Anna. It was a very tight competition with only 16 points separating the 1st car and the finishers.

Prizes were given for various honourable achievements and the Concours/Picnic, where the Rally ended, didn’t fail in entertaining us all with good food, show-worthy Porsches and last but not least, great people to spend time with on a wonderful Sunday.

Thanks to all the volunteers for their participation as without them, this cannot happen.



Rally Winners:			
Finish	Car#	Driver	Navigator
1	15	Kush Obhrai	Ashok Obhrai
2	5	Dixon Chan	Cynthia Wong
3	12	Mario Marrello	Anna Marrello
4	16	Bill Liu	Jay Pazhuparambil
5	11	Igor Manukhov	Yelena Manukhovas
6	3	Walter Murray	Sheila Harwood
7	13	Paul Larocque	Gord Walker
8	1	Roy Singh	Benjamin Singh
9	2	Rory Machin	Karl Pronim
10	10	David Stewart	Grent Yemen
11	8	Willie Cahill	Beverly Cahill
12	7	Alex Duhon	Slava Soloveichik
13	9	Tushar Anandasagar	Karen Diplock
14	6	John Andrachuk	Rose Andrachuk
15	4	Shabir Ali	Hamza Ali
16	14	Douglas McKittrick	Tom Gammage



THE PORSCHEPHILE

Scott Tracey

Submitted by Rhonda Roberts, *Provinz* Porscheophile Editor

Nearly four decades later I can still remember how it looked from every angle; how it sounded when I was lucky enough to catch it in action and how it smelled on the inside on the rare occasion it was parked with its windows wide open.

The Targa had a small piece of silver tape in place of a missing bit of trim on the sail panel behind the roof and it had a dent on the rear bumper consistent with getting too friendly with a parking lot post, but I didn't care about any of that. Those seven chrome letters pressed into the black mesh engine cover more than made up for its flaws. PORSCHE.

When I was a kid my dad worked at a dealership which, over the years, included Rolls Royce, Jaguar and BMW among its featured marques, so I was no stranger to high end cars.

Growing up in east Hamilton, Porsches existed primarily in TV shows, in the magazines under my bed and on the obligatory posters on

my wall. On family outings I startled everyone in the car by randomly shouting, 'Porsche!' and pointing, as I was sure nobody would want to miss a spotting of one of these fabulous machines.

When a neighbour bought an admittedly beat-up 914, I was captivated by the thought of someone living so close to

me having an actual Porsche in their driveway. If him, then why not me? That question took decades to answer, as raising three kids pushed my motoring choices in the direction of the dreaded mini-van and a career in newspaper journalism paid the bills but left Porsche ownership as nothing more than a 'one day' dream.

That 'one day' dream came true earlier this summer. While ogling the vehicles in the lot at Furtmair Auto Service in Kitchener, I mentioned that I wouldn't mind picking up a 924 or 944 if I could find one in decent shape. The owner made a phone call,

passed on my contact information, and three weeks later I was standing on a driveway in Waterloo shaking hands with the owner of this 1987 924S. I was stunned at how original the car was. With just over 140,000 kilometres on the odometer, its beautiful sapphire blue paint and faded pinstriped interior showed evidence of a life well-lived and well-loved. Opening the glove box revealed the original owner's manual and the operating manual for the Blaupunkt cassette deck. The storage bag for the removable sunroof appeared to have never been used, while the inflatable spare tire and accompanying inflator looked factory fresh. The spare keys were



even on a 30-year-old Pfaff Porsche keychain bearing its long-ago address on Yonge Street!

Hitting the road, I was thrilled to find it drove as good as it looked. The 155-hp 944-derived straight four ran strong and kept up with traffic on Highway 401 with no problem at all, while the five-speed transmission shifted smoothly.

In the first couple months of ownership, I have enjoyed taking it to car shows and cruise nights where it easily attracts as much attention as cars costing more than 10 times as much. (Although I did feel old when the 20-ish owner of a souped up Honda Civic honestly had no idea why the wheels are referred to as 'phone dials'). I have greatly enjoyed meeting other Porsche enthusiasts and look forward to getting out to more UCR events as my schedule allows.

Sometimes I see a neighbourhood kid checking out my 924S, or witness a road hockey game come to an abrupt pause as the players stop to watch my sapphire blue beauty go by, and I wonder if it's sparking in them the same passion an old 914 ignited in me decades ago.

Scott Tracey is on Instagram @scottjtracey and @sapphire_blue_porsche_924s



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PORSCHE CENTRE NORTH TORONTO GRAND OPENING



By Adriano Bernaudo, Marketing Manager PCNT

Porsche Centre North Toronto is located at 165 Yorkland Boulevard, at the corridor of Highways 401 and 404 at the northeast end of the Don Valley Parkway and has now officially opened its doors becoming the fourth point of sale and service location for the Porsche brand in the Greater Toronto Area.

The grand opening and ribbon cutting ceremony was held on September 28th, 2017 and was attended by 1000 invited guests who were treated to an evening of gourmet food, choice beverages, white glove valet service and a celebration of all things Porsche.



Photos by Eshel Zweig



Photo courtesy PCNT



Photos by Eshel Zweig



Photos by Eshel Zweig



Photos by Stefan Walther

Porsche Centre North Toronto is the seventeenth Porsche Centre in Canada and features a 26-vehicle showroom, two customer delivery areas, a 17-bay workshop, a Porsche Exclusive Fitting Lounge and a very impressive Porsche Certified Pre-Owned area all housed in approximately 50,000 square feet over three levels. It features a fully covered service drive-through with the capacity to house six vehicles. Indoor parking is available for 50 vehicles, and a total of over 170 parking spots are offered onsite.

Porsche Centre North Toronto is a impressive addition to the Porsche dealership network and offers not only great services for local Porsche enthusiasts, but they are also another wonderfully sophisticated representative for the Porsche brand.





tor of sales, who welcomed club members with a short speech, and Nicole Trivieri, marketing coordinator, who



always does a fine job making sure events go smoothly and our members have a great time.



Photo by Stefan Walther

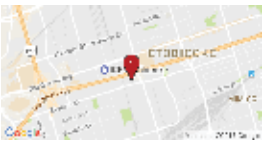


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TRACKTALK 109



Photo by Michael A. Coates



By Dave Osborne, UCR Track Chair

One of the first Porsches that I really liked the look of was a 928. In fact the only other Porsche model that I've owned was a 1988 944 Turbo S (951) with a Strosek wide body and wheels that made it look like an asphalt roller from the back.

It had an oversized turbo that either stayed sound asleep or slapped me in the back and tried to kill me. Everyone told me, at the time, that it was the ultimate track car so I put my pristine 928 GT up for sale. Recently the man who purchased it contacted me and sent me a copy of an article that I wrote way back then. The subject was the way Porsches are advertised when they are sold. So now that the track season is over, I thought I would share it with you. Other than a little editing, this is what I wrote in 1998 and it's still largely true today.

I've read that one third of all Porsche cars are for sale at any one time (Road & Track). The theory behind this phenomenon is that a Porsche, unlike basic transportation, is a luxury item and therefore can be lived without. Whoever wrote that has never owned a Porsche. I think that it's more likely that these cars are available because, unlike basic transportation providers, Porsche is always raising the state of the art and producing a product that someone simply must have. The trickle down fleet must be sold to free up capital and storage space. My car is about to suffer this fate.

I have a rather rare 1987 928 with all the GT options. It's a black on black 5 speed with factory sport seats, polished wheels with gold crests, limited slip, and awesome V8 power. This car has been doted on, tuned and polished by hand since I gave up my last one in 1989. After spending the past few years as an Instructor in UCR's Driver Education Program, I've been offered a phenomenal track car. It's owned by a friend locally and has a custom wide body

by Strosek. I want it, and I want it bad. Like many owners I must now face the reality of space. Not the final frontier, but what I can fit in my shop and still be able to work. I can get one more vehicle in there if I put my desk and the fish tank out in the snow. I considered this because I own a heavy coat and the fish make too much noise anyway. I try to justify keeping the 928 because it makes a great paperweight and the rear wing can support coffee. I really do want to keep it.

To figure out its true value I scour the ads in Panorama and insult is added to injury. Why do so many ads say, "Never been tracked"? Is this some sort of option? They make it sound as if never having enjoyed their cars full potential is something to be proud of. It would be like having a 20,000 watt sound system and saying you don't know what it sounds like because you've never turned it up! I realize that some people equate a car that has been tracked with one that is not suitable for driving to the mall. If that's the problem they should by a big Sport-Ute like everyone else. After all, you need a four wheel drive truck to go shopping don't you?

When you buy a car that has been to the track (do not read "race car") you buy from an owner who was interested in how to get the most out of their car. This person generally has more than a passing knowledge of the mechanical operation of the car and is far more in tune with its mechanical needs. What it means for the buyer is an extremely well tuned and maintained car. I'll refer to my car to explain:

- 1) The suspension has been modified with a little extra camber thrown in. It's a little lower and a little stiffer than a regular 928. That means that it turns quicker on demand, it wanders around less than the stock version and the bottom doesn't bounce off the ground in road dips.
- 2) It has better tires than the Original Equipment Manufacturer so I've spend countless days tire testing to come

up with a combination that solves the common inside wear pattern while getting maximum traction in the heat and the wet.

3) The brake bias has been changed. That Porsche factory part keeps the car from pitching forward under hard braking and allows you to use the steering wheel to put the car where you want it. It also reduces the temperature of the big four piston front brakes by sending a bit more braking to the rear.

4) It has upgraded brake fluid and pads installed. The new owner of a tracked car knows that the brake fluid has been changed regularly to prevent corrosion in the system and the brake pads have never been less than half thickness. Tracked cars don't just go faster, but they stop better than their street only counterparts.

5) This car has a short shift kit, which reduces the throw by 30%. You can shift up and down faster and smoother while eliminating the sloppiness of all that linkage.

6) Tracked cars are generally serviced more often, the lubricants are the best available and the cars are warmed up and cooled down in a controlled fashion. Those twenty-minute track sessions will result in less wear on the engine than jumping into a cold car and running to Mac's for a lotto ticket.

I could go on all day about additional safety that control enhancing items provide for these cars but I don't want to miss the most important point; Six times last summer my car went up on a hoist with the wheels off. The ball joints were pried on for tolerances, the steering rack and linkages

where checked, the wheel bearings were adjusted, and every part of the car was checked for any needed maintenance. Even the transmission oil has been changed.

So while my car has done itself proud through the esses at Mosport, it has never been smoked in, driven on a dirt road, driven in the snow, dented or neglected. Most people have never seen it dirty and the key feature is that "It Has Never Been To The Mall".

I think I'll include that in my ad, so the real drivers will know what a good value this is.

It must have been a good car because not only does Alex, the car's owner still have it in perfect condition; we have remained long distance friends for the past nineteen years. I'm glad they are both doing well.

Dave





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HEARTH PLACE FUN RUN



Photo by Larry Funnell



Photo by Neil Dowdell

By Neil Dowdell, UCR Director



Photo by Neil Dowdell

Hearth Place is a cancer support centre located in Oshawa, run by volunteers and dedicated to supporting cancer patients and their families! This year we began the Run

with a smaller group than normal and also with the loss of our pathfinder, David Forbes. David excused himself in order to take care of his injured wife Anne which was far more important than leading the Run!

Following a light breakfast put on by the Hearth Place staff, 13 P-cars from places as far away as Sarnia and Niagara, headed off up Simcoe St and immediately ran into road construction. By following the detour signs we survived and pressed on towards the Mosport (CTMP) region. Along the route we diverted to a little corner store

where we all bailed out and proceeded to line up for ice cream. Come on... it was hot and refreshments were required! Off we went again using back roads to bypass Mosport (CTMP) and headed north on hwy 35 and there our second detour occurred with this one caused by your illustrious writer making a wrong turn. Twenty km later I fessed up, admitted to being lost and asked for help. John Van Atter came to the rescue with his map book and off we went again along a beautiful winding road that led us back towards our destination of Fenelon Falls and the golf resort of Eganridge located between Fenelon Falls and Bobcaygeon, overlooking Sturgeon Lake. Following a delightful meal we all proceeded thru Bobcaygeon and headed back towards Whitby to enjoy nibbles at the Royal Oak Pub. Despite the delays, forced and unforced, everyone said they had a great time!



Photo by Larry Funnell



Photos by Neil Dowdell



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PERIPHERAL VISION

Reviewing 2017... and looking ahead.

By John Adam

We skipped Parade in Washington this year. Next year, Parade is at Tan-Tar-A Resort, Lake of the Ozarks, Missouri July 8-14 and we are looking forward to a repeat of our very first Parade in 1983. It's 1,500 km and Gary, IN, is about the half way point and so a likely overnight stop there.

DE Chair, "Super" Dave Osborne, has asked the track team if they would serve again next year. Answers came back at the speed of light. Yup, we will be back. What's not to like about being on the cohesive team that puts on our excellent driver education program. Not a participant? The loss is yours. At each event, several on the DE team show up just to work – they don't drive, except perhaps in students' cars. How's that for commitment?

Not to forget the very successful fun runs that fill up quickly; the autocross series that has its devotees and monthly socials for those that just want to meet and eat.

Oh yes, and remember the track rides for the handicapped and their care givers. Those riders can bring seasoned track

drivers to tears. We provided about 300 rides in one summer morning. Best thing that we ever did!

Need a Christmas gift idea? Try the UCR Goodie Store. Once in a while, I like to mention Christophorus, the Porsche factory magazine. Online, it's easier than ever to subscribe. After reading our enthusiast magazines, including Christophorus, we save them for our next trip to the doctor or dentist and repopulate their crummy magazine rack. Amazingly, the magazines have disappeared before our next trip back.

Now that the P-car is set to have a restful winter, we are likely off to Cuba before Christmas. Further on, we have not made any winter plans but will likely go back to seeking southern sunshine a couple of times. Sell-off opportunities to sunshine spots are always at hand and we are lucky to have the time available. Can you tell that we dislike Canadian winter?

We hope that you are enjoying the onset of winter and are planning a few 2018 PCA activities.



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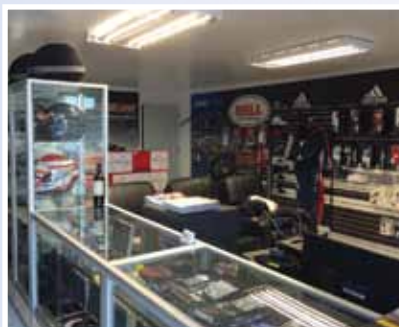
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