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THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA • VOL.40 No.405



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DECEMBER 2016
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THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA

Volume 40, Issue Number 405 • December 2016



CONTENTS

IN EVERY ISSUE

President's Forum	4
Drivers Seat	5
UCR Calendar	6
The Way We Were	7
New Members	8
Members' Anniversaries	9
Track Talk	38
Peripheral Vision	42

PARTICIPATIONS

UCR Annual Business Meeting Report	10
Tech Session	11
Social Events	12
Ski Day 2017	27

CONTRIBUTIONS

I Am The New RSR	10
October Social Report	13
40 Years of Water Cooled Transaxle Porsches	14
Porsche Of London Fall Fun Run	16
Mike Bryan Interviews Francesco Policaro	18
Mooching In Monaco	22
2016 UCR Banquet Report	24
Fat & Wide Tribute: Jay Lloyds 934 Part III	30
2016 Smokey Mountains Tour	34
The PorschePhile: Paul Ireland	40

DATA

UCR Contacts	44
Tech Centres	45
Ad Index	46



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Michael A. Coates,
UCR Photographer.
See story on page 24.



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PRESIDENT'S FORUM



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

I am honoured to be elected as the new President of the Upper Canada Region of the Porsche Club of America. Both Mike Bryan (2015 to 2016 President) and Walter Murray (2013 to 2014 President) have built a solid foundation for me to step onto. We celebrated our 40th anniversary in 2016. UCR has always received great support from our dedicated partners: Porsche Cars Canada, Downtown Porsche, Porsche Centre Oakville, Pfaff Porsche and Porsche of London. UCR is in great shape for the road ahead.

During the first 10 months of 2016, Porsche sold 5,970 new vehicles in Canada, representing an increase of 8.3% from the same period last year. The strong growth continues to be fuelled by sales of the Macan. Both our partners and UCR share the same goal, to promote the Porsche brand. Promoting the Porsche brand will drive loyalty and bring new and returning customers to Porsche dealerships. Engaging Porsche owners to participate in UCR activities can create an ownership experience, attract new members, retain existing members and build brand loyalty.

Your Board of Directors has made significant inroads in 2016. For instance, we had our first audited financial statements for 2015 and we had developed a budget for every event since 2015 to ensure UCR continues to be financially sound. I would like to thank our board members and chairs who served in 2016 and will step down, namely Hazel de Burgh (Director and Fun Run Chair), Mark Holman (Director), Mick Oliveira (Club Race), and Martin Tekela (Socials). Thank you to Sheri Whitlock, who was our long-time Drivers Education Event Registrar.

I congratulate all who were elected: Michael Pohlmann as Vice-President and interim Treasurer, Foster Zanutto as Secretary, and Peter Oakes plus Gregory Sachs as Directors. I welcome new members to the Board: Scott Bodo, Neil Dowdell and David Walker. I would also like to welcome our new Club Race Co-Chairs Terry Cassan and Walter Murray; new DE Event Registrar Mary Lantorno; new Fun Run Co-Chairs Jason Figueiredo, Peter Hoffman and Cynthia Wong. Last, but not least our new Concours Chair Randy Gananathan.

We are currently inviting volunteers for the positions of Treasurer and co-chairs for monthly socials, so please contact us if you are able to step-up and volunteer for these rewarding roles.

UCR is the largest region among 143 regions of the PCA, with 2,633 primary members (and close to 4,000 total including family and affiliated members) as of October 2016. UCR is fuelled by a group of dedicated volunteers, who organized 50 events in 2016. These events have met the diverse interests of all our members. Most events were sold out and this is a true testament to the hard work and dedication of the organizers and the enthusiasm of participants who show their commitment to these events every year. As the PCA motto says, "It's not just the cars, it's the people."

For those I have not met, I joined UCR in 1998 and began actively participating in Drivers Education events after I bought my first Porsche, a 2001 Boxster. In 2007, I bought a 1990 944 Turbo S, and turned it into a racecar. I received my PCA Club Race licence in 2008 and competed in Can/Am Challenge UCR Club Races at Canadian Tire Motorsport Park every year since then. I was recruited by Walter Murray and Del Bruce and joined the UCR Board as a Director in 2014. I became Vice-President in 2015 and 2016. I was the co-chair of monthly socials from mid 2013 to the end of 2014, then Chair of the Open House in 2014 and 2015, plus the Annual Banquet in 2015 and 2016, and UCR's 40th Anniversary Family Picnic in July 2016. I am also a member of UCR's Audit Committee, Club Race Committee and Investment Committee. Professionally, I am an equities analyst at Veritas Investment Research covering the consumer staples and discretionary sectors.

Merry Christmas to all, and I wish you and your family good health and wealth in 2017.

Drive safely and promote the Porsche brand!

Kathleen



SUBMISSIONS

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

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The Mart: <http://pcaucr.org/classifieds/>
Classified ads can be submitted through the website.

DECEMBER 2016

DRIVER'S SEAT



Randy D. Gananathan, Editor

Now in its sixth year of competition, the Ultra 94 Porsche GT3 Cup Challenge Canada by Yokohama is still going strong where Daniel Morad emerged champion. The three classes of Porsche GT3 Cup cars

provided fans and drivers with great racing and epic Championship battles contested at the final weekend event for 2016 at Canadian Tire Motorsport Park.

Porsche will tackle the 2017 racing season with an all-out newly developed GT racer. The new 911 RSR makes full use of the breadth of the Le Mans 24 Hours GT regulations, and in addition to systematic lightweight design, features the ultra-modern, flat-six engine positioned in front of the rear axle. The extremely light four-liter powerplant is highlighted by direct fuel injection as well as a rigid valve drive and is characterized by outstanding fuel efficiency. The new 911 RSR will make its debut at the 24 Hours of Daytona race in January 2017.

Porsche opened its new \$60 million facility in LA to serve the West Coast automotive enthusiast. Located on the 405 Freeway in Carson, California, convenient to three of the Los Angeles area airports, the 53-acre complex is also the new home of Porsche Motorsport North America. The PEC LA features a driver development track with eight educational modules totaling 4.1 miles, a changing racecar exhibit, and a fine-dining restaurant. Put it on your 2017 bucket list!

Wrapping up the year, we introduce our new President's message opposite and her article on P24 of the 40th Anniversary UCR Banquet. Contributions about fun runs on P16 and P34, Monaco adventures on P22 and the final wrap-up in Fat 'n Wide on P30 plus Porscheophile Paul Ireland on P40 and introduction of one of our greatest supporters on P18 where outgoing UCR President Mike Bryan interviewed Francesco Policaro of Porsche Centre Oakville make this issue of *Provinz* a cover to cover read.

Congratulations go out to Mike Bryan on being elected Zone-1 Rep by the presidents of regions within the zone. Best wishes for success!

We sadly said goodbye in prayer to UCR member Eva Jorge who passed away doing what we all love, driving in our Porsches.

Season's Greetings and Happy New Year!

Randy

Write to me about everything: editor@pcaucr.org



The Journal of Upper Canada Region

CALENDAR OF UCR EVENTS

2016			
Dec	6	Tue	Board Meeting
	10	Sat	Racing Tech Session Mantis Automotive
	13	Tue	Social - Pfaff Porsche
2017			
Jan	3	Tue	Board Meeting
	10	Tue	Social
Feb	7	Tue	Board Meeting
	14	Tue	Social
Mar	3	Fri	UCR Ski Day Osler Bluff Ski Club
Mar	7	Tue	Board Meeting
	14	Tue	Social
Apr	4	Tue	Board Meeting
	11	Tue	Social
	15	Sat	Introductory Driving School CTMP Driver Development Track
	29	Sat	Introductory Driving School CTMP Driver Development Track
	30	Sun	UCR Open House Shift into Spring at 427 Auto Collision
May	2	Tue	Board Meeting
	6 7	Sat Sun	Driver Education CTMP
	9	Tue	Social - UCR Business Meeting
	19 21	Fri Sun	Frank Lloyd Wright Fallingwater Tour, PA, USA
Jun	2	Fri	Driven 2 Smile & Red and Black Run Groups - CTMP
	3 4	Sat Sun	Driver Education CTMP
	6	Tue	Board Meeting
	13	Tue	Social
	17	Sat	Bear Manor Niagara Escarpment Poker Run

2017			
Jul	4	Tue	Board Meeting
	9 15	Sun Sat	PCA Porsche Parade Davenport Hotel Spokane, WA
	11	Tue	Social
	22 23	Sat Sun	Driver Education CTMP
Aug	1	Tue	Board Meeting
	3	Thu	Test and Tune day, CMTF
	4 6	Sat Sun	Club Race - Can/Am Challenge CTMP
	8	Tue	Social
	26 27	Sat Sun	Driver Education CTMP
Sep	3	Sun	UCR Concours d'Elegance and Annual Picnic
	5	Tue	Board Meeting
	12	Tue	Social
	22	Fri	Instructor Day Red Run Group
	23 24	Sat Sun	Driver Education CTMP
	27 03	Wed Tue	Smoky Mountain Fall Tour
Oct	3	Tue	Board Meeting
	10	Tue	Social
	14 15	Sat- Sun	Driver Education CTMP
	28	Sat	UCR Annual Banquet Islington Golf Club
Nov	7	Tue	Board Meeting
	14	Tue	Social, Members Annual Meeting
Dec	5	Tue	Board Meeting
	12	Tue	Social

The 2017 UCR Calendar isn't final,
changes may occur. Please check often

Further details at: www.pcaucr.org



THE WAY WE WERE...

30 Years Ago

Editor was **John Adam** – never seems to know when to stop! Our print run was 350 copies. **Mark Herring** reported that membership now surpassed 200. The lead story was about our Canadian drivers, **Nierop**, **Spenard** and **Goodyear**, going to Le Mans in 1987. **Bruce Farrow** reported that DE events at Shannonville were 4X more popular than Mosport. Some things DO change. Our social was held at Gasthaus Schrader and I have to say that I remember the venue fondly. A full page of phony stocking stuffer ideas is full of laughs, for example, “New pair of Bata brake shoes.”

25 Years Ago

Editor was still **John Adam** but writing his “final column”. Yeah, right – only to become PCA Zone 11 rep. New president was **Clive Van Wert**. A PCA membership contest was announced. We had 850 members and our Region was 10th largest in PCA. Chief Instructor and a fav *Provinz* writer, **Howard Dexter**, wrote that **Stephen Goodbody** was Instructor of the Year. Our December social at PCYC featured a gift exchange. **David Gaunt** was his prolific self as tech editor. **Michael Tamblyn** wrote a long feature titled “Reflections of a Rookie Trackie”.

20 Years Ago

Colourful graphics by new editor **Karl Thomson**. New members included **Keith Andersen**. **Botho von Bose** was ending his term as President. Outgoing *Provinz* editor, **Dave Gaunt** wrote about winning a first place in PCA's national newsletter contest. He went on to thank a lot of members for their support of *Provinz* during his five-year tenure as editor.

Contributed by **John Adam**, UCR Historian



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NEW MEMBERS...Welcome!

Name	Location	Model	Thanks To
Renda Abdo	Toronto	16-Cayenne	Downtown Porsche
Raye & Denise Ackerman	Holland Landing	86-944	
Sundip Bajaj	Kincardine	11-Cayenne	Porsche of London
Antonino Corbo	Woodbridge	08-911 T	
Stephen Cowan	Kingsville	03-911 T	
Don Dalicandro	Burlington	10-911 CS	
Dan DeAngelis	Mississauga	10-911 C4S	Walter Murray
Charles Duncan	Toronto	09-Boxster S	
Pasquale Fiore	Toronto	06-911-CS	
Glenn Fraser	Toronto	17-Macan	Downtown Porsche
Yiwei Fu	Toronto	17-Macan	Downtown Porsche
Xiaomei Guan	North York	16-Cayenne GTS	Downtown Porsche
Martin Horan	Thornhill	96-911 C4S	
Ralph & Marta Horbik	Burlington	05-911	Mantis Racing
Maurice Kagan	Toronto	17-Cayenne	Downtown Porsche
Henry & Annie Kai-Wah Ng	North York	17-Macan	Downtown Porsche
Dale Kelly	Sarnia	17-Macan	Porsche of London
Yu Liu	Toronto	16-Cayenne	Downtown Porsche
Yudong Liu	London	17-Macan	Porsche of London
Bing Lu	Markham	17-Cayenne	Downtown Porsche
Brent MacLane	Toronto	17-Macan T	Porsche of London
Brian & Rhonda Mainland	Wellesley	16-911 GTS	Porsche of London
Ron McBroom	Toronto	15-Cayman	
Jian Meng	Toronto	13-Cayenne	Downtown Porsche
Maria & Juan Mieres	Richmond Hill	17-Cayenne	Downtown Porsche
Albert Mok	London	12-911 CS	Porsche of London
Ka Nin Ho	Scarborough	17-Macan GTS	Downtown Porsche
Asghar Pakbas	Toronto	17-Macan	Downtown Porsche
Marissa Min Wen Qian	North York	17-Macan	Downtown Porsche
Chi Qin	London	17-Macan	Porsche of London
Gary Reimer	Guelph	05-911 C	
Lorraine Santarelli	London	17-Macan	Porsche of London
Don Semana	Mississauga	04-911 GT	Joe Tam
Fang Shen	Markham	16-Panamera GTS	Downtown Porsche
Robert Solomon	Toronto	17-Macan	Downtown Porsche
Wanna Sripitivyta	Toronto	17-Macan GTS	
Charity Stappas	Markham	17-Cayenne	Downtown Porsche
George & Betty Theodoropoulos	Toronto	17-Macan GTS	Downtown Porsche
Dave Tiessen	Niagara on the Lake	65-356	
Yiwen Wang	Markham	16-Cayenne	Downtown Porsche
Rui Fang Wei	Richmond Hill	16-Cayman GT4	Downtown Porsche
Lee Wipper	Belleville	16-Cayman GTS	Downtown Porsche
Vicky Lee Wong	Toronto	16-Cayenne	Downtown Porsche
Jing Wu	Toronto	16-Cayenne	Downtown Porsche
Rongman Xia	North York	17-718 Boxster	Downtown Porsche
Alex Yazdani	London	17-Cayenne	Porsche of London
Li Yi	Markham	17-Cayenne	Downtown Porsche
Zhiwu Yu	Waterloo	17-Cayenne SE	Porsche of London
Liwen Zhou	Toronto	17-Macan	Downtown Porsche

ANNIVERSARIES...Congrats!

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

30 YEARS

Jerry Ciz
Rolf Schoene
Botho & Susan von Bose

15 YEARS

Ted Gemza
Scott Samuel

10 YEARS

David Morin
Hamid Omoumi
Napoleon & Napoleon Torres

5 YEARS

Mitch Abrahams
Demetrios Barogianis
Michael Bilinski & Paul Strong
Conrad Brown

Jarrett Elliot
John Hindle
Mark Jeffreys
Benjamin Leung & Pammy Yuen
Pierre Lord & Line Borduas
Silvano & Andrew Rizzeto
Lloyd & Mitch Service
Stephen & Catherine Shaughnessy

Peter Wassmer
Anthony Wong

Primary UCR Members

2633

Total UCR Membership

3920

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EVA JORGE

Obituary by Mike Bryan, UCR Past President

With great sadness we inform you that UCR member, Eva Jorge, has died as the result of an accident on Sunday, October 23rd while out for a drive with her husband Leo and their friends Warren and Denise Francis in their Porsches. After Eva and Leo joined UCR in the spring of 2015, they soon began to enjoy taking part in club events and making new friends. While many of us may not know Eva and Leo personally, we share a bond with them through our club. So on behalf of us all, we send Leo our deepest condolences and our sympathy. We wish Leo and his family the strength to cope with their grief and the ability to fill their minds with happy memories of Eva.



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UCR ANNUAL BUSINESS MEETING REPORT



By Kathleen Wong, UCR President, Photo by Michael A. Coates, UCR photographer

Seventeen members attended the Annual Business Meeting of the Porsche Club of America, Upper Canada Region Inc. ("Corporation") at Islington Golf Club, Etobicoke at 6:00 p.m. on Tuesday November 8, 2016.

Since a quorum was present, 2016 UCR President, Mike Bryan declared the Annual Business Meeting properly called and duly constituted for transaction of the business for which it had been called. He then followed the agenda outlined in the Notice of Annual Business Meeting:

1) A motion to elect the following state of officers and directors to take office on December 1, 2016 was carried. The following officers and directors will hold office until the next annual meeting of the members of the Corporation or until their successors are duly elected, subject to the provisions of the bylaws of the Corporation and the provisions of the Corporations Act of Ontario:

- Kathleen Wong (President)
- Michael Pohlmann (Vice President and Interim Treasurer)
- Foster Zanutto (Secretary)
- Scott Bodo (Director)
- Neil Dowdell (Director)
- Peter Oakes (Director)
- Gregory Sachs (Director)
- David Walker (Director)

2) The approval of the annual financial statements of PCA UCR together with the notes to financial statements and the auditor's report for the year ended December 31, 2015 was confirmed.

3) The approval of the appointment of Collins Barrow Toronto LLP as the external auditor for the financial year ended December 31, 2016 was confirmed.

As there was no other business, the meeting adjourned at 6:10 p.m.



"I AM THE NEW RSR"

By Randy D. Gananathan, Provinz Editor



<http://www.porsche.com/specials/en-us/canada/911-rsr>



Tradition meets continuous development; a principal every Porsche 911 follows. The new 911 RSR with 4.0-litre flat six naturally aspirated engine in a rotated position forward of the rear axle, mated to a 6-speed claw shifted transmission is a bold new statement. Departure from tradition, but an uncompromising bold new tomorrow awaits? Welcome to Porsche Motorsports. Debut is at 24 Hours of Daytona in January 2017 and 18 other races!



Photo by Wolfgang (Sonny) Lott

UCR TECH SESSIONS

By Paul Neto, UCR Member.

Club Racing Tech Session

- **Date:** Saturday, December 10th, 2016
- **Time:** 11am – 1pm
- **Location:** Mantis Automotive, 1029 Speers Road, Oakville, ON, L6L 2
- **Cost:** Free

Interested in Club Racing or already a racer and want to expand your technical knowledge? This technical session will cover: 944 engine put to work on the Mantis Engine Dyno. Tube bending demo. 4 wheel alignment / corner balance demo. The PCA/PWC? CTCC Cayman, SP-2 944. Discussion about Windtunnel testing. Food and refreshments will be served.

Register at: clubregistration.net



Photo by Christopher Siou

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SOCIAL EVENTS

By Martin Tekela, UCR Socials Chair

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 me know. And if you have any other comments or suggestions regarding UCR's Socials, let me know that too. I can be reached at mtekela@rogers.com. Or talk to me 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

DECEMBER SOCIAL:

Date: Tuesday, December 13, 2016, 6:30-9pm.

Venue: Pfaff Porsche, 101 Auto Park Circle, Woodbridge, Ontario L4L 8R1 Phone: 905.851.0852

Santa Claus is coming! Come and celebrate the Holiday Season at our last Social of the year which will be held at the Pfaff Porsche Auto Park Circle location. Santa Claus will arrive in a P-Sleigh and to help Santa get ready for Christmas, we ask that you consider bringing an unwrapped toy suitable for children up to 18 years of age. Pfaff Porsche will be donating all these gifts to the Chum FM Toy Drive. Pfaff Porsche will be generously providing food and beverages to all UCR members and guests at this Social. Dress up appropriately for the festive season, try to bring an unwrapped gift and enjoy yourselves with fellow UCR members.

Cost: Please register in advance via www.ClubRegistration.net. There is no charge for this event, but the event organizers at Pfaff Porsche need to know how many UCR members and guests will attend so they can provide an appropriate amount of refreshments and food for all.

JANUARY SOCIAL:

Date: Tuesday, January 10, 2017, 6:00-9:00pm

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

Keep the holiday season festive spirit alive by attending the first UCR social of 2017. Dream about the warmer summer months with fellow Porsche enthusiasts. Make plans for attending fun runs and driver education events. Watch for information about our guest speaker in our email blasts or on the UCR website. The Islington Golf Club will be serving freshly carved, Hip of Roast Beef, sweet potato fries, salad and cookies for dessert.

Cost: Register in advance via www.ClubRegistration.net (as described above) and pay \$30.00 per person, which includes dinner, door prizes, taxes and gratuities. Cash bar. Members and guests are welcome.



Photo by Michael A. Coates, UCR Photographer



NOVEMBER SOCIAL

By Martin Tekela, UCR Socials Chair Photos by Michael A. Coates, UCR Photographer



Thereafter, Kathleen invited the other members of the UCR Board of Directors to introduce themselves to the audience. These included new Board members Scott Bodo and David Walker as well as returning Board members, Peter Oakes and Gregory Sachs. Kathleen then introduced *Provinz* Editor Randy Gananathan who has done a great job with *Provinz* and he's actively looking to recruit a new Advertising Sales Manager to his team of volunteers. Other roles at UCR that need to be filled include Treasurer, Webmaster, Socials

Chair/Co-Chairs and 2017 Annual Banquet Chair.

Forty-one UCR members and guests attended this social immediately following the 6:00pm Business Meeting at Islington Golf Club on November 8, 2016. Members dined on a choice of two pastas: fusilli with chicken and cannelloni with tomato sauce. These were accompanied by an Italian garden salad and warm garlic toast. Individual tiramisu with coffee and tea completed the meal.

After dinner, newly elected 2017 UCR President Kathleen Wong addressed the audience with some background on her involvement with the club, joined in 1998. Michael Pohlmann, UCR's new Vice President and interim Treasurer, also joined UCR in 1998. Michael has owned several Porsches and participates in DE with a 944 turbo and he co-hosted a Fun Run in 2016. Michael also proudly owns one of the limited edition, 60th Anniversary PCA 991 Club Coupes. He joined UCR's Board last year and served as Treasurer prior to his election to the position of Vice President.

Kathleen then introduced Neil Dowdell as UCR's 2016 "Enthusiast of the Year" and also welcomed Neil to his new role as a Director of the board. Neil is a 15 year member of UCR and has volunteered at many UCR CanAm Club Races over the years. Neil has also hosted several Fun Runs. He currently owns two Porsches including a yellow 997 C4S that he drove to this event.

On the subject of PCA Club Racing, Terry Cassan will be taking on the role of UCR Club Race Co-Chair in 2017 and he will be working with Walter Murray. The 2017 event is expected to include about 20 driver/entrants in the PCA GT4 Clubsport Race Series. In addition, there will also be a fourth day of on-track excitement with a Test & Tune day scheduled for the Thursday before the race weekend.

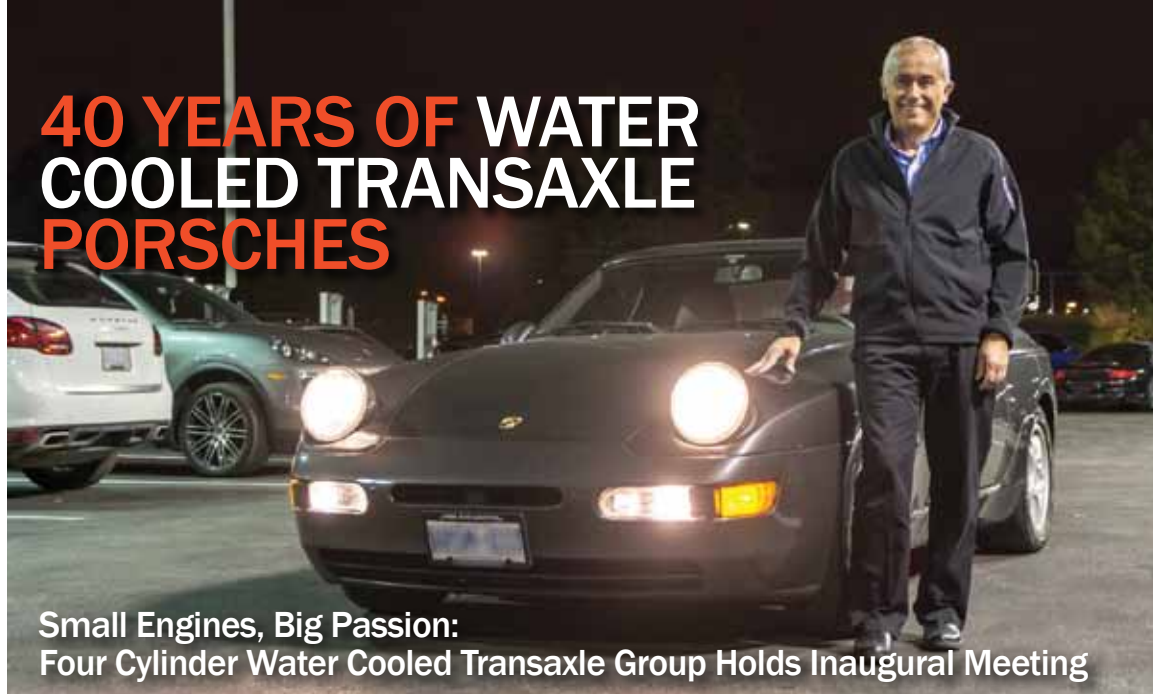
UCR Club Photographer Michael Coates then narrated a slide show of his favourite photographs that demonstrated his passion for cars, racing, people and Art Deco. Michael first started into photography in the UK at age 17 and he reckons that he could have bought a Porsche with the investment he's made in photography since then. Michael described the stories behind his images, and the many happy memories that they represent. He also showed us some images from various club races over the years – where he always seemed to be in the right place at the right time to capture some pretty spectacular moments. To conclude the evening, Hostess Dagmar Rhuel-Pohl gave away a number of Porsche-related door prizes. Thanks to Dagmar and the other Socials volunteers including ClubReg registrar Mario Marrello and onsite registrars Kimberly Viney and Michelle Gananathan.

Mike then did a call for new volunteers to help make the many club activities happen. No special skills, with the exception of passion and enthusiasm for all things Porsche, are required for most volunteer roles. UCR is looking for volunteers to assist in running our monthly Socials, *Provinz* advertising sales and advertiser management, the annual Club Awards Banquet, another Family Picnic and Concours for the summer of 2017 and a new Webmaster. Help make your club better by contributing to the activities that we all enjoy participating in.

To conclude the evening, Hostess Dagmar Rhuel-Pohl gave away a number of Porsche-related door prizes. Thanks to Dagmar and the other Socials volunteers including our own Mario Marrello, who looks after ClubRegistration.net and Kimberley Viney for her event management skills.



40 YEARS OF WATER COOLED TRANSAXLE PORSCHES



Small Engines, Big Passion:
Four Cylinder Water Cooled Transaxle Group Holds Inaugural Meeting

Story and photos by Elliott Alder, UCR Member

With their misplaced engines and blasphemous liquid cooling, Porsche's transaxle models of the 1970s thru-90s came as a shock to the marque's air-cooled purists. And while air-cooled prices only seem to be climbing, the classic wassergekühlt market has, with the exception of the 968, settled along a relatively modest spectrum.

Today, a solid 944 can be found for under five thousand dollars. This value for money has become one of these cars' great attractions – but has also proven to be one of their main obstacles. On a car costing less than a Honda Civic, a \$2000 sixteen-hour clutch replacement can be understandably difficult to justify. Unless drivers or owners are prepared to pick up the wrench themselves, the cost of maintaining these cars can quickly outrun an owner's expectations – or for that matter, their market value. Still, the transaxles' charming history and brilliant handling has inspired a shared love that all too frequently transcends fiscal sense.

With this in mind, UCR member Roger Stopford set out to establish a special interest group for the region's 4-cylinder transaxle owners. Starting with an email appeal for 924, 944, and 968 owners back in August, the



project has already drawn more than fifty members. As part of mapping the fledgling group's interests and potential directions, Roger has collected feedback on the condition and needs of everybody's cars. Using this information, the group can also help to facilitate discussion between people working on similar projects. Daunting maintenance tasks such as timing belt replacement are frequently on the minds of transaxle drivers, and the access to the group's shared experience will certainly prove valuable.

Owing to Roger's organizational talents and the tremendous support of Pfaff Porsche, the group enjoyed its inaugural event on October 25th. In all, 41 members and 18 transaxles braved the cold to congregate in Woodbridge.

Greeted by a rare 968 Cabriolet on the hoist and a pristine 944S sporting Porsche Classic's new Radio



Navigation System, participants gathered around a table of assorted wraps and a rather impressive cheese platter to get friendly and talk shop. These cars tend to attract a particularly passionate crowd, and the enthusiasm for their discussion was as powerful as the fuel smell known to adorn their cabins. In one particularly remarkable show of dedication, member Ron Leonard drove his 944 more than 1,400km from Thunder Bay to attend the session!

After attendees had gotten acquainted and satisfied their hunger, the meet moved straight into the nuts and bolts. Armed in advance with a folio of questions that Roger had compiled from members, Porsche Classic technicians Mike McCarthy, Chris Hillier and David Draquanac drew on their extensive experience to indulge all manner of technical questions and curiosities. From suggestions for brightening instrument clusters to tips on winter storage and clarifications on Stuttgart's experimental part redundancies, the Pfaff techs left participants with answers to questions many probably didn't realize they had.

The Pfaff team had one more surprise up their sleeves for the end of the night. After presenting Ron with a set of espresso glasses ('to keep him awake on the long journey home'), Pre-Owned Manager (and 944S owner) Jon Pera drew a selection of prizes for a few lucky winners. By 9:00pm, what was anticipated to be a relatively small inaugural event had run its course as a buzzing and highly successful tech social.

Recounting the event, Pfaff Marketing Director Laurance Yap reflected "it was great to have such an enthusiastic crew... For us, Porsche fanaticism spans all ages of car and person, and all models and values of cars. We're lucky at Pfaff to have techs and managers that know these cars better than anyone, and it was amazing for all of them to have a chance to share their passion."

The tremendous success of this event was a great testament to the enthusiasm of Porsche owners. By embracing a shared passion and helping to equip owners with the knowledge to maintain their own cars, Pfaff's service department has made an exciting and important contribution to the 4-cylinder community. Their generosity in hosting and sharing their experts' knowledge with UCR members is greatly appreciated.

Do you drive a 924, 944, or 968? Contact Roger Stopford at roger.stopford@gmail.com to get on the mailing list and join the discussion!



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DECEMBER 2016

PORSCHE OF LONDON FALL FUN RUN

By Guenter Gamauf, UCR Member

It was a dark and stormy morning. The top of my Boxster was up, which is a rare occurrence. Since some of a roadster's magic spins from driving it topless. We rendezvoused with two other Boxsters, also headed from KW to the Porsche of London Fun Run. Thanks to Mother Nature, our Boxsters received their second car wash in two days as we shunpiked our way to the start point. Not wanting to toot my own horn, but I think my wash job turned out better than Mother Nature's.

An hour later, we arrived at Porsche of London where we received a cheery greeting by the organizers and were directed into our group's starting position. Inside, the welcoming staff had donuts and hot coffee waiting for us. While enjoying our treats, we took care of signing the obligatory forms, catching up with old friends and getting our driving instructions from Mike Salter, organizer of this Fun Run. Outside, the rain had almost stopped. It was a good sign.

9:45 AM. It was time for group B, led by Paul Procunier, to start our engines. Even after 10 years of Porsche ownership, I still get that exciting tingle up and down my spine when I twist that key with my left hand and the Flat Six barks to life. Of in the distance, I spotted a patch of blue sky. Things were definitely looking up. Michelle had our easy to follow route instructions ready

as I engaged the Sports Exhaust, flicked the shifter into 1st, let out the clutch and followed the group out onto the road. We wound our way through some London traffic and continued out to some side roads. After about 100 km of driving by picturesque farms and through small towns, each with its own unique character and the sun drying up the roads, a red light provided me the 9 seconds I needed to drop the CURVEN8R's top. The day just kept getting better!

Shortly after, we arrived at our pit stop, a Tim's in Ridgetown. It seems Tim's is an integral part of most fun runs. How could we have a pit stop without them? Group A, led by Chris Watson had arrived shortly before us and were already enjoying what the Tim's had to of-



Photo by Jarod Arand



Photos by Jarod Arand



fer. It also gave us a bit of time to chat with other Porsche drivers and take a few pictures. Shortly before we were ready to head out on the second leg of our run, Group C, led by Aaron Greenberg came rumbling in for their pit stop.

A few minutes later, we were off again. Dry roads, sun shining above us and with tops down, we were able to fully enjoy the sound of those Flat Sixes. On this leg, on some open road starts, Paul was able to have some enthusiastic starts. We were able to revel in the sound of the Symphony in Flat Six as it quickly built to that fabulous crescendo, a rapid snick, snick shift into second and the sound quickly builds again. Is

it any wonder that I never listen to that "other" stereo thingy in the dash while driving the Boxster?

It seems that the next 100 km went by much too quickly. Time really does fly when you're having fun! We had already arrived at our destination, The Canadian Transportation Museum in Kingsville where we had parking reserved just for our Fun Run group. Again, there was time to talk to other participants, compare notes and take pictures.

Then we entered the Museum where, in true 50's style, we enjoyed hotdogs, burgers and fries for lunch before we took part in the group tours of the cars which ranged from a Canadian built 1893 Shamrock to a solar powered car built by students at the University of Waterloo. Included too, were horse drawn vehicles and motorcycles. There were many interesting things for car and history buffs to see. It's a great place to visit if you're ever in the Kingsville area.

Thanks again to Mike Salter of Porsche of London for planning and organizing another great Porsche driving event.

PS, Even though it felt a bit disappointing that this event was over, I was cheered by the prospect that I was going to be able to drive my Boxster on the short 300 km drive back home. Topless of course! Life is good.



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INTERVIEW: FRANCESCO POLICARO



A look at the man who has made Porsche Centre Oakville one of the top Porsche dealers in North America...in less than three years

By Mike Bryan, UCR Past President

Francesco Policaro, General Manager, Porsche Centre Oakville

I first met Francesco Policaro in August, 2013, when Walter Murray and I found him in a hot trailer that was serving as his office on a dry and dusty building site. Construction of Porsche Centre Oakville was nearing completion and we were able to tour the bare concrete shell as Francesco described with great clarity what each of the many different spaces would look like.

Just two months later, the new Porsche dealership was open and General Manager, Francesco, was graciously hosting nearly 200 of his new best friends from UCR at our Monthly Social in the huge showroom of his magnificent facility.

Fast forward three busy years of tremendous growth and achievement, to another hot August day when I sat down with Francesco, now more comfortably ensconced in his air-conditioned office overlooking the showroom. We had met on many occasions since that first in-trailer encounter, always busily planning or participating in joint activities, but never finding time for me to get to know the man himself. So the purpose of today's meeting was to do exactly that...

Mike: Tell me about your family background and why auto retailing?

Francesco: My family came to Canada in 1966 and my dad got himself a job in the automotive business. He then teamed up with his two younger brothers and started a business venture selling Hondas. They enjoyed some success and when the opportunity came up in 1979 to establish a Honda dealership in Brampton, they pooled their resources and went for it. They set up a business that has grown over the years into the Policaro Automotive Family with seven locations and eight brands.

Mike: What made you decide to follow in your father's footsteps and what else might you have done if you hadn't chosen automotive retail?

Francesco: I was just 3 when the Honda dealership opened and I spent a lot of time there as a child. I liked being there with the cars and the people and as I grew up, it became part of my lifestyle. So I just grew into the business and never considered any other options. So it wasn't so much a conscious choice on my part. In fact, you might say the car business chose me.

Mike: OK, but at some point you must have thought

about what else you might do if you weren't doing this?

Francesco: Well, I'm a business guy and sales and marketing is what I like doing. I suppose the skills I've acquired would make it possible for me to work in a different business, but it would have to be something that I could be passionate about. I'm so lucky to have grown up in a business I really love and I can assure you I'm in this for the long haul.

Mike: Since those early beginnings the Policaro Automotive Family had become well-established in the Brampton area with Honda, Acura, Toyota, Lexus, Hyundai and BMW dealerships. What did you think when you learned that the business had secured the Porsche franchise in Oakville?

Francesco: I was working in business development at the time, keeping in tune with the industry and always on the lookout for potential opportunities. I learned that Porsche Cars Canada was looking for a partner to establish a dealership in Oakville and I thought this might be an opportunity worth pursuing. So I did my homework and talked it through with the family, who then asked me to put together a proposal for presentation to Porsche. Having been with the idea right from the start and having turned it into a project and a goal, I can't tell you how thrilled I was when we made the deal and set about creating Porsche Centre Oakville.

Mike: What do you like most about your job?

Francesco: Just walking into the dealership every day and seeing the vision realized. I also love the challenge

of not only maintaining the standard we've achieved as a Porsche Premier Dealer, but in still finding ways to improve. It's a joy to work with such a great bunch of people who "get it" and share the same drive for excellence in everything we do to achieve the highest levels of customer satisfaction.

Mike: You clearly love your job, but I imagine it could be all-consuming. Do you manage to fit any other interests into your busy life?

Francesco: Yes, as passionate as I am about my work and our mission, I know that balance is essential. There is nothing more important to me than my family and I spend as much time as I can with my beautiful wife, Natasha, and my two children who are eight and five. In fact, I'll be leaving soon to take my son to soccer practice. It's great exercise and teamwork for him and nice relaxation for me.

Much as I love living in Oakville and have become active in the local community, I do like to get away with my family from time to time, particularly to escape the cold in winter. This year I turned 40 and thought it was time to show my kids their roots, so we went off to Italy and had a wonderful time visiting family and the places where my parents grew up.

Mike: I think I've seen your eyes light up when the conversation turns to racing. Are you a racer yourself?

Francesco: No, I'm not a racer, but I do like to drive at the track and to work on my skills behind the wheel. My interest in racing is what led us into a partnership with

continued on page 20...





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FRANCESCO POLICARO INTERVIEW...continued from page 19.

Alegra Motorsports to run in the Porsche GT3 Cup Challenge Series. We're enjoying another great year and are aiming to win both the team and driver championships. (Mike's note: They did. Congratulations!)

Mike: So what does the future hold for Francesco Policaro?

Francesco: I'm committed to the success of Porsche Centre Oakville and continuing the growth of our family business. As the Policaro Automotive Family expands, I look forward to completing the smooth transition from my father's generation and to facing the exciting challenges that advanced technology will bring, not only in the vehicles themselves, but in consumers' changing needs. On a personal level, I never lose sight of my goals to become a better person, father and businessman – that's what will always drive me on.

Mike: It's been a pleasure to see Porsche Centre Oakville grow so strongly over the last three years and, if I may say so, to see you grow, too. Thank you for sharing your personal thoughts and giving us some insight into the passion and leadership with which you have created this successful business.




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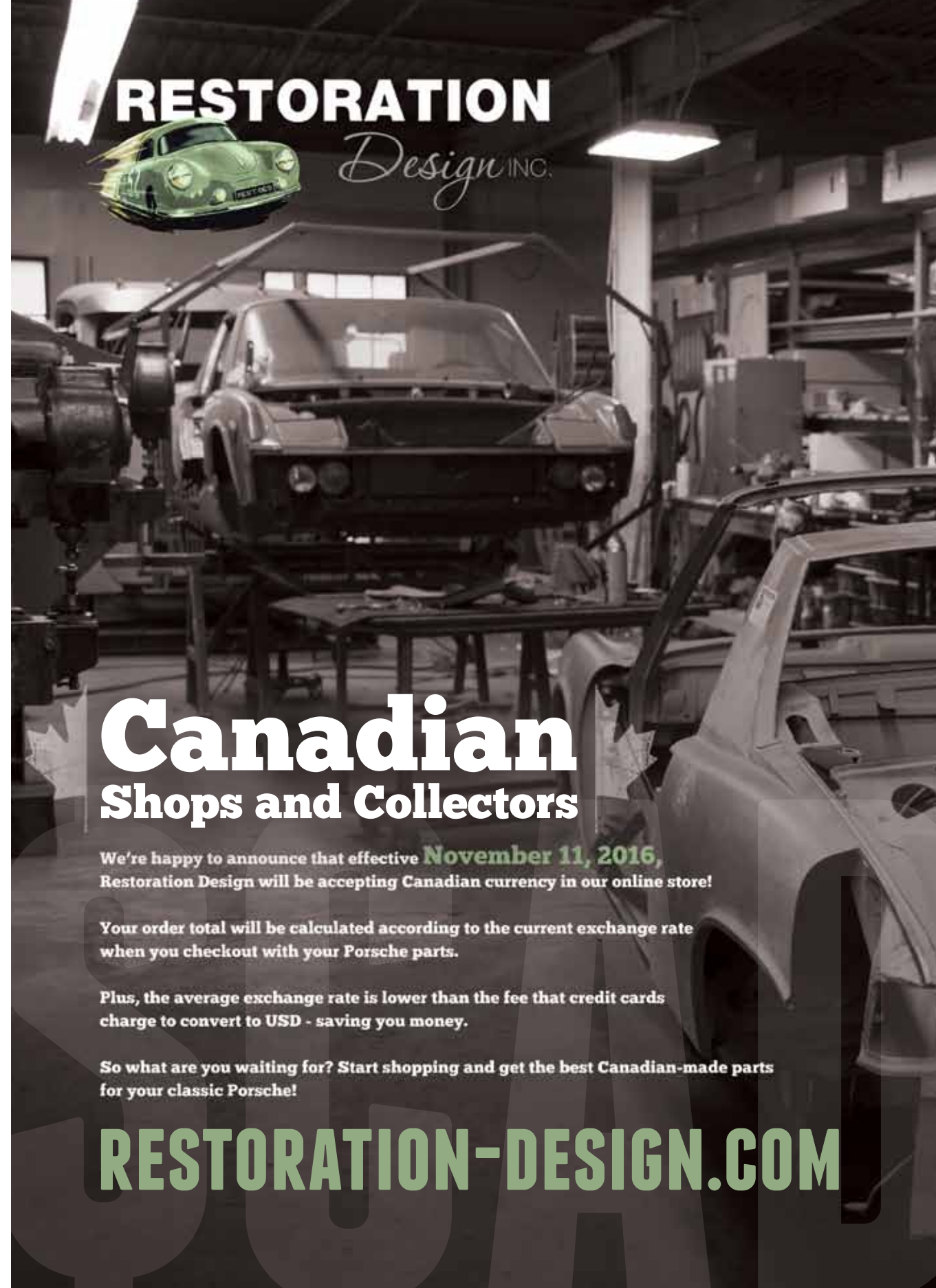
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MOOCHING IN MONACO

Story and photo by Andrew Combes, UCR Member

Many of us are pleased that we made friends within the PCA, 'its not just the cars its the people'. Sometimes the introductions and friendships can lead to something interesting. Case in point, Ilker Staark of Sports Car Boutique in Toronto effected an introduction to Renata Lucca for me. And that is how my recent trip to Monaco for the F1 GP came about. . . .

Ilker had seen one or two of my travel based articles in Provinz and thought it was time I covered a GP. Well, I was not about to argue and serendipity played along - a family wedding and 90th birthday party [no, not mine] in England just before the Monaco GP. While I had visited Monaco once before it, was not for a GP and almost a quarter century ago. Time to become reacquainted.

Renata and her chef husband Harry have worked in the F1 hospitality industry for more than a dozen years. Based on their in depth experience they have now established their own hospitality company, Lucca & Co [www.luccaandco.com] and aim to offer the ultimate bespoke packages for clients who wish to have all the hard work done for them. Living and working in Monaco they are ideally placed to know exactly what they are talking about; their intimate local knowledge and professionalism showed. Renata tells me that their program also takes in Singapore, the UAE and other areas in the south of France.

We were quartered on a 34m yacht, just six boats in from the famous Tabac corner, a much sought after location. Like most of the yachts there, she is a tri-deck with generous

entertaining spaces aft at each level, which allows you to choose to be out in the sun or ensconced in shade. I was treated to a VIP cabin, which was just enormous by any yacht standard and featured a queen size bed, plenty of room all around, good hanging space and a simply wonderful ensuite bathroom with a huge walk in shower. As one might expect all linens and toiletries are of the highest quality and replenished on a very frequent basis. I don't really know how they manage it, but the crew kept the entire yacht immaculate and yet it is rare to spot anyone actually doing what needs to be done to keep it that way.

The champagne and wine flowed and the selection of food issuing from the galley was most certainly not of the type most of us are used to seeing on offer trackside! Which is to say the food was fresh, prepared onsite and, for the most part, healthy and absolutely delicious. And, if I may be ageist for a moment, delivered by a good-looking young crew in very smart uniforms.

It should no longer, but something that always astonishes me when I travel back to Europe is the sheer number of people that smoke cigarettes and cigars. It is a very stark division between North America and the continent [incidence in the UK is not as high]. That can take the edge off some of the glamour and I constantly found myself calculating wind direction when deciding where to sit.

So what can you see? Well you are very close to the action, very close, and you had better have your earplugs with you and

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use them. Actually of course Renata and her crew have all the earplugs and defenders you could ever need. While F1 was not as loud as I expected, with the shrieks and howls and cracks and splutters reverberating off every wall there is just no denying it is not a quiet pastime. But no louder than the Porsche Cup cars which were taking part in the Supercup! If you get tired of watching the cars race by at close quarters you can turn your gaze to one of the many giant video screens broadcasting the action all over the town.

I enjoyed a couple of walks around the harbour, up to the prestigious yacht club and around the 'track'. You can never be quite sure what you will see. I bumped into a couple of Williams Martini crew sitting in the shade of a tree taking a well earned break but very happy to chat about their experiences on the team. They apologized that the team had actually just run out of Williams Martini polo shirts - I guess I need to go back next year. Talking Martini - I always do - the sight of a crew applying the famous racing stripes to the side of the Williams yacht was something to behold.

Up at the swanky yacht club it was amusing to watch the procession of outrageously personalized cars that drew up to disgorge their very beautiful occupants. A Porsche 918 in camouflage for goodness sake, not quite my idea of good taste - but obviously it pleases the owner. For the moment anyway. Monaco is a great destination in which to just soak up the atmosphere. The weather was pleasant, the crowds in good spirits and there is always something interesting going on.

Wonderful cafes and restaurants with lovely patios affording views of the harbour and track, it is really quite indulgent. And then, when you have had enough atmosphere for a while there is nothing better than returning to your yacht and kicking back. Maybe enjoying another drink and canapé or two while engaging likeminded guests from around the globe in interesting conversation. The yacht experience really is like a small continuous party with an international invitation list. I could get used to it.

Parties are a big part of the Monaco GP experience. There are huge street parties, large and lavish club parties and some parties that everyone wants to attend but few can access. Enter Renata and Harry, if partying is your thing they can get you into pretty much everywhere and of course host one of their own. There are many things going on as you can imagine but they can source entrances to them all from the Amber Lounge Monaco, which runs just the three nights of the GP, the very glamorous

Jimmy's, THE club in Monaco and runs the whole year but of course during the GP they have great parties to the Billionaire Club & Twiga.

Flying out of Nice I enjoyed a few minutes of watching the scenery as it dropped away. The azure blue of the Med lined by curving sand beaches that border the coastal towns sitting below the foothills and, eventually, the snow capped mountains of the Maritimes. If variety really is the spice of life I had just found the perfect seasoning for a race fan.



THE 2016 UCR BANQUET

Celebrating UCR's 40th Anniversary

Story by Kathleen Wong, UCR President Photos by Michael A. Coates, UCR Photographer

The Upper Canada Region of the Porsche Club of America was officially chartered on July 21, 1976. After recognizing our history and celebrating our 40th Anniversary at several events, our Annual Banquet would be the last of this milestone year. With a record attendance of almost 200, this final 40th anniversary celebration was held on Saturday October 29 at the Islington Golf Club. It was clear from the buzz in the room and the animated conversation that all were enjoying the camaraderie at the banquet, which also provided an ideal opportunity to recognize our long-term friends and supporters, namely, Porsche Cars Canada, our Porsche dealers, our volunteers and our long-time members. Over the past 40 years our partners and UCR have been sharing our passion for the Porsche brand and working together on mutual interests. We all look forward to supporting and co-operating with each other in the future.

UCR is the largest of PCA's 143 regions, with over 2,600 primary members and close to 4,000 members

Below, left to right: Peter Kircher, General Manager, Downtown Porsche; Mike Bryan, UCR President, Helen Ching-Kircher, Dealer Principal, President & CEO, Downtown Porsche.



including family and affiliated members as of October 2016. Our growth is fuelled by Downtown Porsche and Porsche of London who provide complimentary first year PCA UCR membership to Porsche vehicle buyers. Mike Bryan, UCR past President, presented an award of appreciation to Helen Ching-Kircher, Dealer Principal, President & CEO of Downtown Porsche and Dr. Peter Kircher, General Manager of Downtown Porsche, to thank them for helping UCR win the PCA award for "Greatest Actual Growth" in five of the past six years.

Mike Bryan had already presented similar awards of appreciation to David Perruzza, Marketing Manager of Porsche Centre Oakville and Laurance Yap, Director of Marketing of Pfaff Porsche, at our 40th anniversary family picnic in July. Mike thanked them again at the banquet for their continued support of UCR.

In recognition of their friendship and loyal support, Mike Bryan presented an award of appreciation to Margareta Mahlstedt, Director of Marketing at Porsche Cars Canada. In thanking UCR, Margareta said how

Below left to right: Laurance Yap, Director of Marketing, Pfaff Automotive Partners, Mike Bryan, UCR President



David Perruzza, Marketing Manager, Porsche Centre Oakville with Mike Bryan, UCR President



Sean Seaton received a \$50.00 UCR Goodie Store gift certificate for winning the photo contest.

Mike Bryan presents an award of appreciation to Margareta Mahlstedt, Director of Marketing, Porsche Cars Canada

impressed she was by the diverse range of UCR activities organized entirely by volunteers. Porsche Cars Canada will open its new corporate headquarters at the north-east corner of Hwy 404/401 in 2017, and will organize an event for UCR members to visit the new facility. Before closing, Margareta presented a trophy to Mike Bryan to congratulate UCR on its 40th anniversary.

Before everyone arrived at the banquet, Kathrin Menge, Customer Relations Manager of Porsche Cars Canada had placed a surprise for us by bringing Porsche Museum die-cast model cars for every attendee. Each model car had the words "Porsche Cars Canada Congratulates PCA UCR on 40 years" engraved on the base to which the model was attached. This was such a thoughtful 40th anniversary gift for banquet participants. The front cover of this issue of *Provinz* features one of the four model cars, which include a silver 1948 356, a green 1974 911 turbo, a blue 991 Carrera S and a burgundy Macan Turbo.

Mike Bryan thanked all UCR volunteers who provided their time and selfless efforts in 2016 to organize 50 UCR events that met the various interests of our 4,000 members. We had very strong participation at almost every single UCR event, such as our monthly Drivers Education ("DE") sessions between April and October,

Below, accepting their anniversary awards is, left to right: Gerd Schwarzkopf, 50th Anniversary, Frank and Cornelia Bittner, 40th Anniversary along with Mike Bryan, UCR President



DECEMBER 2016



Above, Past Presidents included: David Pateman (1980-81), Marc Plouffe (1988), Rosemary Adam (1989), John Adam (1998), John Van Atter (1999), Ken Jensen (2000), Peter Helston (2002), Martin Tekela (2009-2010), Walter Murray (2013-2014), Mike Bryan (2015-2016)

our Shift-into-Spring (aka "Open House") early May and our Monthly Socials. We also had a record 19 Fun Runs/Rambles/Tours in 2016 with over 700 participants. The highlights of the year include:

Our annual "Driven2Smile" event at Canadian Tire Motorsport Park on the first Friday in June organized by Jill Clements-Bartmann and Del Bruce. More than 90 UCR instructors and members gave rides to over 400 physically challenged children and their families, and hosted a lunch for them. This was the fifth consecutive year of UCR giving back to the community in this way.

continued on page 26...

Below, Mike Bryan presents their 35th Anniversary award to our long-time UCR membership chairs, Angie and Mark Herring, along with a 30th Anniversary award going to Ernie Jakubowski. Ernie has competed in 120 PCA Club racing events since 2004!



The Journal of Upper Canada Region



Above, left to right: Mike Bryan with those accepting their 25th Anniversary awards; Pete Mosney, Sussi and Ken Jenson, Bob and Vivien Hindle. Ken was our President in 2000 and is currently our award-winning webmaster.

PCA's "61st Porsche Parade" took place in Jay Peak, Vermont in June. It's PCA's annual national convention with a typical attendance of 2,000 members from across North America. Due to the relative proximity of Jay Peak, we had 85 UCR members making the seven hour drive to attend. During Parade, UCR was honoured to receive the 1st place award in the National Website Contest (Class V Region). Kudos to our webmaster, Ken Jensen, and his team of Scot Adams, Hilda Kelly and Guenter Gamauf.

Our "40th Anniversary Family Picnic" took place at the Boyd Conservation Area in Vaughan on July 23, with a record attendance of nearly 500 members and their families. At the banquet, Mike Bryan presented a \$50.00 UCR Goodie store gift certificate to Sean Seaton, who was the winner of the picnic photo contest. His panoramic picnic photo showed the "all-in Shown n Shine" display of 150+ Porsches in a huge circle. A one minute clip of our 40th Anniversary Family Picnic, made by Ryan Tam, was also shown at the banquet.

Our "2016 Can/Am Challenge UCR Club Race" took place at Canadian Tire Motorsport Park in August. At the banquet, Kathleen Wong, UCR Vice President, thanked the following 2016 Club Race sponsors:

Porsche Centre Oakville and Policaro BMW were Presenting Sponsors. They also provided a GT3 pace

Below, left to right: 15th Anniversary award recipients include Peter and Andrea Hoffman, Paul Bruch, Hazel de Burgh and Michael Kurnick with UCR President Mike Bryan.



car for the Porsche race and a BMW i8 pace car for the BMW race. Porsche Cars Canada has been the National Sponsor for our club race during the past 21 years, since our first UCR Club Race took place at Mosport in 1996 and Braidan Tire has been our Trackside Tire sponsor for many years.

A video clip of the 2016 Can/Am Challenge UCR Club Race, made by Ryan Tam, was shown at the banquet. Ryan is the son of Roy Tam, who was a rookie racer and received his PCA Club Race licence at the race. Ryan made this video capturing his Dad's first PCA club race experience with the assistance of a five-person crew, consisting of Ryan and four school friends.

Kathleen went on to thank Walter Murray, UCR Club Race Co-Chair for doing a superb job planning the 2016 Club Race and leading the club race committee. Walter is currently planning the 2017 UCR Club Race, and has several interesting ideas that should make the 2017 event even more exciting. Kathleen also thanked her "one-person crew" – her Dad, George Wong – for supporting her at each of her UCR Club Races during the last eight years.



Above, left to right: 10th Anniversary award recipients Marlee and Andrew Neuman along with Dominic and Daniel Iafate.

Recognition of Past Presidents, Anniversary Members and Volunteers

Mike recognized the 10 Past Presidents who were present at the banquet. He also acknowledged the longest-serving member present - Gerd Schwarzkopf, who has been a PCA member for 50 years, first with Niagara Region and then with UCR after it received its charter in 1976. In 2016, there were 323 members who have been part of the UCR family for five, 10, 15, 20, or greater five year milestones. Mike presented certificates of appreciation to 22 of those long-serving UCR members present at the banquet.

Mike Bryan recognized Hazel de Burgh, who is stepping down from her roles as a Director and Fun Run Chair, while remaining Street Survival School Chair and a DE instructor. Mike also recognized Martin Tekela, who is stepping down from his role as Monthly Socials Chair, and he will remain Chief Instructor of our Street



Above, 5th Anniversary award recipients include fun run host Jeremy Gunnes and Chigusa Takahashi, James and Nancy Drozdak, Wally and Barbara Khalil, Caroline Bourret and Eric Tourangeau, and Ben Leung and Pammy Yuen.

Survival School plus a DE instructor.

Then it was time for Mike to announce who had been chosen as UCR's 2016 "Enthusiast of the Year". It was



Above, more 5th Anniversary award recipients: Foster and Karen Zanutto, Steve Revoy, Anthony Wong and Vivian Lee with Gregory and Izabela Sachs. Foster is the UCR Secretary and Gregory is the Chair of our Open House.

Neil Dowdell, a popular and very active member since he joined UCR in 2003. Neil has organized a number of fun runs and has worked on the grid at our Can/Am Challenge UCR Club Race during the past 11 years. In recent years he has been grid captain and volunteer coordinator at this event. Neil has also raced several vintage Porsches and owned a variety of exotic cars.

Besides celebrating our 40th Anniversary, we also celebrated a one-week wedding anniversary of Michael Pohlmann (UCR Treasurer) and Veronica Low at our banquet. Their wedding had taken place just a week ago on October 22. Congratulations, Michael and Veronica!

continued on page 28...

Left: Hazel de Burgh and Martin Tekela also received awards in recognition of their service to the club.



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Above: Another interesting anniversary was celebrated at the Banquet. Michael Pohlmann and Veronica Low marked their one-week wedding anniversary!



Above: UCR 2016 Enthusiast of the year went to Neil Dowdell, Grid Captain for the Can/Am Challenge UCR Club Race.



Above: "The name is Dowdell, Neil Dowdell!"

We thank the following volunteers for making our 40th anniversary banquet a hugely enjoyable success: John and Rosemary Adam as banquet consultants; Mario Marrello for helping with online registrations for the event via ClubReg; Carrie and David Tipton for de-

signing the beautiful table centrepieces and distributing Porsche model cars at each banquet table; Izabela Sachs, Emma Sachs, and Karen Zanutto for helping at the registration desk; and Michael Coates, UCR photographer, for taking pictures throughout the evening.



Above: Helen Ching-Kircher and Peter Kircher, Kathleen Wong, Walter Murray and Sheila Harwood with Margareta Mahlstedt and Georgios Karayiannis



Above: David Perruzza and Yolanda Gampp, Mike and Pam Bryan, Laurance Yap and Anna He, with Michael Pohlmann and Veronica Low-Pohlmann and Kathrin Menge

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FAT & WIDE TRIBUTE TO THE

Part III JAEGERMEISTER 934

Story and photos by Jay Lloyds, UCR Member

Before I finish the story of my tribute build, I want to give you, my faithful readers of Part I & II in the preceding issues of Provinz, some reasoning behind my insane choice, and some History in regards to the venerable 934.

Learning to drive any turbo-charged car back in the day was a technique unto itself and the 934 was no exception, quite the contrary actually; only a handful of drivers really figured out how to point and squirt the “thing”. These guys knew how to use the horsepower and the rear wheels to their advantage. The 930 platform was used as the backbone for the 934, it was highly modified over the production chassis with aggressive looking bolt on fenders, central locking wheel hubs and brakes similar to that seen on the 917s but, the 934 had a secret, a “Dark Secret”. Most drivers that thought highly of their own skills soon found out how inefficient their abilities were. Unlike a typical race car, the 934 seriously lacked power down low. It was a huge issue but because of the extremely low cylinder pressures, it allowed the Factory to run much higher boost levels, gaining huge amounts of horsepower with adjustability for the driver inside the cockpit. 1 - 1.6 atmospheres was its range, but to make it work, the driver had to push the engine past 4500rpm before any pressure would have any effect on relative speed, then at approximately 5,500rpm the “Sum Of All Fears” would kick in

with such force that most drivers couldn’t make it work. We have to remember these cars ran a non-differential, a solid-spool as well as a transmission that had very tall gearing. All teams had a good selection of gear ratios from the race department; Porsche spent the time to architect all the gear charts and these charts contained all the information for teams to determine the best way to run their cars. To be competitive in the Championship, teams needed to change the ratios at all tracks, if you didn’t you would simply be left behind. The engine RPM window on boost was only about 1800rpm and keeping the engine on boost proved for some, insurmountable. The 934 worked well at LeMans with its long straights and vast sweeping corners, but at tracks like “The Green Hell” it proved a real challenge. Gear ratios, lower wing angles, turbochargers and modified waste gates were all tried, on top of that the engine had its own issues as well and was seriously limited due to the inefficiencies of the K-jectronic mechanical fuel injection system. Most teams would eventually drop the 934 engine and install the latest 935 power-plant, turning the car into a “934.5”, but by changing the engine the teams would automatically be bumped up to the more competitive class of Group-5. Thus the 934, still to this day still makes most drivers take a few steps back out of fearful respect, and it was this car that helped coin the phrase “Turbo-Lag”.



For me, I wanted a turbo engine that has great normal aspiration advantages combined with the animalistic brutality of the 934. I remember my days at Hamilton’s Porsche in Melbourne, Australia where I got to work on Alan Hamilton’s red 934. It was the very first 934 that I was lucky enough to drive, and it was this Porsche that former F1 champion Alan Jones drove to an overall Australian Championship.

Back to Making Fat, whilst the chassis and related parts were with my paint guy, I concentrated on assembling the engine. I initiated the process with a 964 engine – it is a great platform to work with, it has a long stroke crankshaft with larger spigots that allows you to move up to 3.8 litres if you so wish. The only real problem with them was Porsche went to porcelain inserts inside the exhaust port of the cylinder heads; this helped to move the exhaust gases out more quickly while assisting with heat transfer away from the heads, but at a cost. Portions of the porcelain can break away allowing chips to go all the way through to the catalytic converter. On a normally aspirated motor this is not a huge problem but on a turbocharged motor it is catastrophic, I planned for a reliable yet powerful motor and I wasn’t willing to take too many chances. The most power I have ever crunched out of a 911 turbo engine was a 3.5 litre with a staggering 710hp at the wheels as verified by the run sheets from a rolling



road dynamometer. That calculates to a whopping 820hp at the flywheel by way of load losses, gears, differential, wheels and tires etc, using a rough 15% calculated loss. The pay-off to consider is that a turbocharger is 100% efficient, in other words the engine doesn’t use its own power to power it unlike the “pain in the ass” belt driven supercharger.

Getting the interior into the black I wanted took a lot of time. I arranged with a friend across the border to supply me a custom set of lightweight race carpet almost like felt but without the temperament of the felts. Wanting to

continued on page 32...

follow the 934-935 theme I installed a look-a-like shifter with a provision for the all important boost controller, but locating an original boost controller was proving to be an impossible task, or so I thought. I was up at Mosport for our PCA race weekend a few years ago and a fellow Porsche "dude" from Montreal struck up a conversation with me. We talked about his turbo race car and I told him what I was trying to achieve with mine. You would not believe it, this guy, "my new friend", had an original 935 boost controller that supposedly raced at LeMans. I couldn't help myself, a deal was struck; I was willing to do whatever he wished to procure the controller. In exchange, I fabricated a high-flow aluminum twin-turbo intercooler for his car, seeing him the following year for the same PCA event we both expressed our pleasure in the deal we made and we have since become great friends. Once I had the piece, it was immediately installed into the provision I had made. I also installed a softer spring into the waste-gate which allows me complete control over the engine, with the lowest set at .3bar and adjustability all the way through to 1.35bar. Turning the wheel to the left or right lowers or raises the boost levels accordingly, but you have to be extremely disciplined or your Porsche World will come crashing down, one mistake and detonation becomes your worst nightmare.

As we all know any early 911 or 930 can be a handful to drive, by having the low boost through a controller permits a much safer drive particularly during inclement weather. On a side note, if your aspiration is to become a better Porsche driver and you are willing to listen and learn, then in my opinion, the best way to improve your driving skills is to participate in the PCA-UCR introductory driving-school along with the accompanying skid-pad provided up at Mosport. The skid pad is a lot of fun and is kept constantly wet in order for you to quickly figure out why the rear end of your car wants to pass you.

When I finally drove my 934 for the first time in the nearly 2 years it took to build her, it was such a thrill and it still is. The one thing that is ubiquitous to all the old Porsche's, they are all very different and each one will reward you in a different way. Owning an older Porsche is definitely an "addiction" of sorts and once gone, you kinda feel naked and one always tries to wonder, **Why** did I part with that car? Then you spend countless hours looking for another. It is definitely a strange phenomenon



and as the dictionary points out that it "Manifests itself and is not always understood," I think is a perfect way to explain the withdrawal process.

Many people ask me why I don't track my turbo? It is simple really in that I was lucky to have raced all over the World either as a driver, a mechanic or both, so I have had my thrills, but the main reason, I spent much money, time and effort on my 934 and I just don't trust myself. There is an old statement that goes something like this, once you get your helmet on, the "Red Mist Stuff" takes over, your mind becomes hazy, your rationale doesn't add up, this is when things can get out of hand. Expensive and painful are just two of the many reasons why I don't track mine, but that should not detract you from experiencing the wonders of your Porsche. Take advantage of the Club, for they have many tools to help you under-

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My 930 left Stuttgart as wide as Porsche made them, but the stubborn person that I am wanted to follow what the late Vasek Pollak and the Kremer Brothers achieved, these guys pushed the limit of all aspects of the Porsche just that little bit more, when at a time it was all experimental, more was always better and when fat wasn't enough, I made the rear fenders even wider with the



biggest tires I could fit under the Jaegermeister orange coloured enveloping body. So does it really matter how fat is fat or how wide is wide? I wanted the baddest street-able 930 that I could build for me. It took time, money and the audacity to cut up a perfectly good 930, but it is exactly the Porsche that I want to drive.

Type in Jaegermeister 934 on your web browser and there you will see the real deal.



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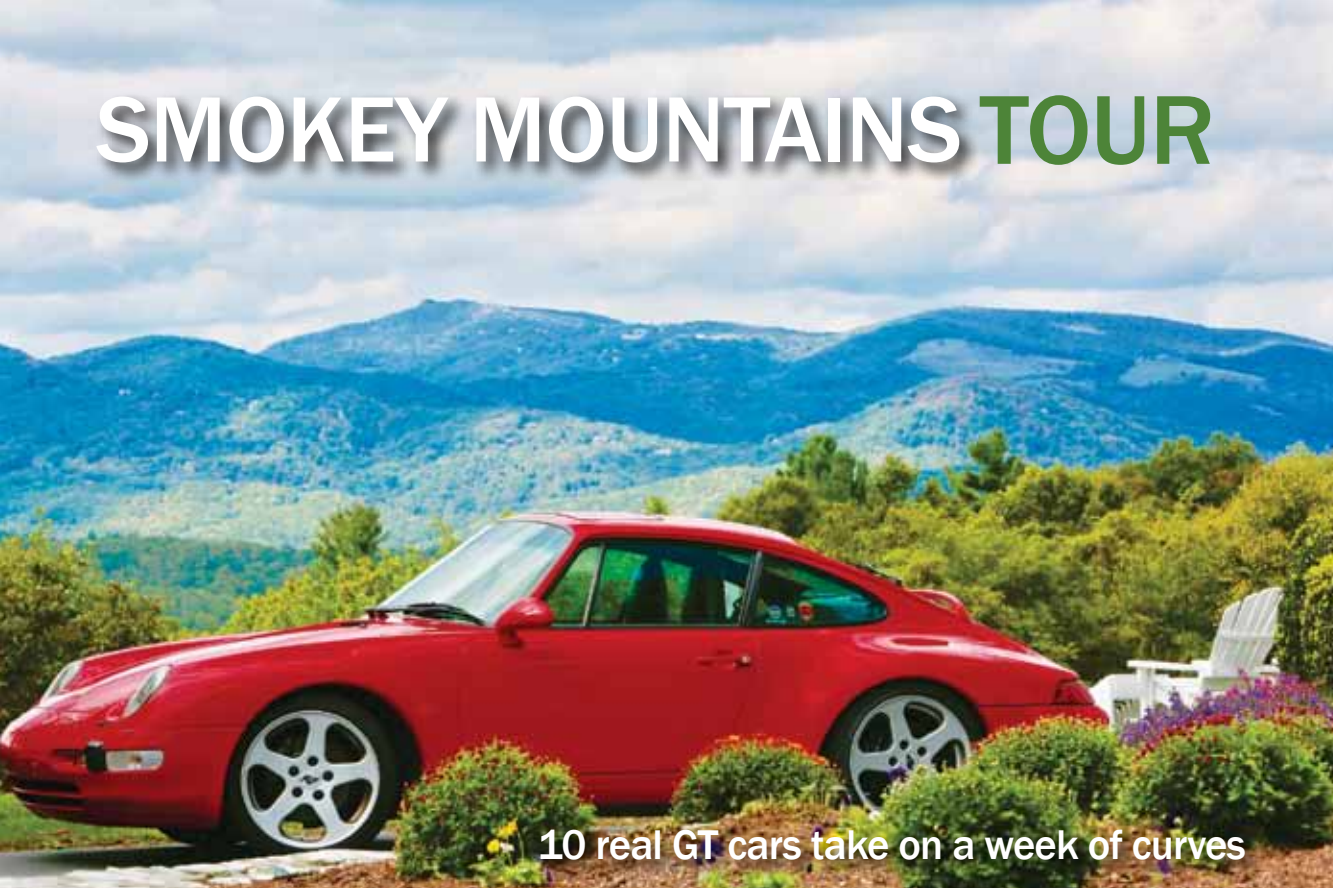


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SMOKEY MOUNTAINS TOUR



10 real GT cars take on a week of curves

Story by Oliver Collins, UCR Member Photos by Lucie Collins, UCR Member

If you love driving your Porsche on curvy, hilly roads through the mountains, and who doesn't, then you definitely need to go on one of Jason Figueiredo's tours. Originally planned for a group of 5 Porsches, it was so oversubscribed we ended with two groups of 5 that eventually amalgamated into one, once it was evident they were all 'spirited' drivers that could stick together at the same (quick) pace behind Tour Leader Jason's 993. There was a nice mix of 2-993, 2-997, 2-991 and 4 Boxsters of varying years. Over half the participants had been on one of Jason's previous tours so that confirms the appeal. The tour included excellent hotels and Jason arranged for exclusive Porsche parking at each stopover.

Coming from all over southern Ontario, we met up on Wednesday evening for the first of 6 nights at the Windsor Caesars Casino for a private reception. Early to bed, because we were up and ready to go at 6:00am. Not daunted by the incredible downpour that led to the flooding of much of downtown Windsor, we headed out for a long day, going straight south on I75 from Detroit. The weather cleared up by late morning and we had blue skies and sunshine for the remaining 5 days. The sight of 10 Porsches travelling like a train at 130kph along the interstate certainly drew some looks.



What a route! We travelled through 10 states starting down I-75 South from Windsor, then wound our way along the mountains on some of the most spectacular roads on the continent!

The first day was mostly spent getting down to the mountains of Kentucky with a lunch stop for an incredible meal in Cincinnati, but not without our one and only 'incident' on the tour. Just 2 exits before the lunch stop I felt the handling go off on our 993 and the familiar sound of a tire going flat. In the fast lane of an interstate with no 'pull over' shoulder, I headed for the right lane and was happy to see an exit coming up. As the tire didn't feel too bad yet I headed for the exit and pulled in at the first

driveway at the end of the ramp. Lo and Behold it was a tire store. My 2 mos. old Michelin was ruined by a screw close to the sidewall. After some digging and searching they found a matching tire in town and arranged to pick it up for me. Fortunately, Yoman and Joyce Koo had followed us off the highway to see if we needed help, so we all squeezed into their 2013 911S and headed off for lunch with the others. After lunch we told the others to go ahead, as we didn't know how long we'd be delayed and they were on a tight schedule

to get to the famous Woodford Reserve Distillery for a Bourbon Tour. We returned to the tire store by Uber and the tire was on and ready to go. We continued on to the historic Boone Tavern Hotel in the university town of Berea, KY. The rest of the tour gang arrived shortly after us and we all sat down to another splendid meal together.

Friday morning was another early 6:30am start as we headed off on the 5hr. drive to lunch near Knoxville Tennessee. Jason, having done a lot of research to determine an interesting drive for us led us at a hectic pace through the 'Devil's Triangle'. A series of curves and switchbacks up one side of a mountain and down the other. It was an adrenalin rush for the drivers but I'm not so sure most of the passengers felt the same about it.

Little did they know that this was just the warm up for 'The Tail of the Dragon' we would be driving in the afternoon. Again, up the mountain and down the other side,

We spent our first night at the impressive Boone Tavern Hotel in Berea, Kentucky



Our second night was spent unwinding at the Omni Grove Park Inn in Asheville, North Carolina

but this was a series of 318 curves in 11 miles, many of them switchbacks that kept you on edge the whole time, trying to keep up with the driver in front and not hold up those behind you. We were well warned NOT to cross the double yellow line as bikes coming the opposite way are mostly leaning into the curve close to the line. At the end was a gathering place where everyone stops to catch their breath and buy a souvenir of the experience. There is also lots of entertainment with cars and bikers starting from that point by pulling wheelies and burnouts as they start up the mountain.

Most, especially passengers, felt some relief at a more leisurely pace we took on our way to tonight's hotel, the Omni Grove Park Inn in Asheville North Carolina, although Jason's pace was never sedentary. This hotel was a welcomed surprise, and soon made our passengers forget the white knuckle rides in the mountains. Over

100 years old and visited by many Presidents and dignitaries it's architecture was indeed unique. Built into one side of a mountain, the reception area was above all the guest floors that ran down the mountain on the other side. An abundance of very large stone fireplaces were found throughout the various bars and restaurants, most with incredible views of the Blue Ridge Mountains.

Saturday was a day off with no driving. We could enjoy the facilities of the hotel, visit the picturesque town of Asheville nearby or take a tour of the famous Biltmore Estate, the largest single family home in the USA, built by the Vanderbilt family in 1895 on

continued on page 36...



SMOKEY MOUNTAINS...continued from page 35.



There were several amazing lookout rest stops where everyone could catch their breath and take in the spectacular views.

8000 acres of parkland designed by NY Central Park Landscape Architect Fredrick Olmstead.

Sunday we had a later start at 8:15 and drove the Blue Ridge Parkway for a few hours of another curving, swooping two-lane road ending with private lunch at the Westglow Spa, a Relais & Chateaux resort overlooking the mountains.

The afternoon's drive took us through more mountains to the Omni Homestead Hotel in Hot Springs, Virginia. Another hotel with a famous clientele, built in 1776 it was also on the side of a



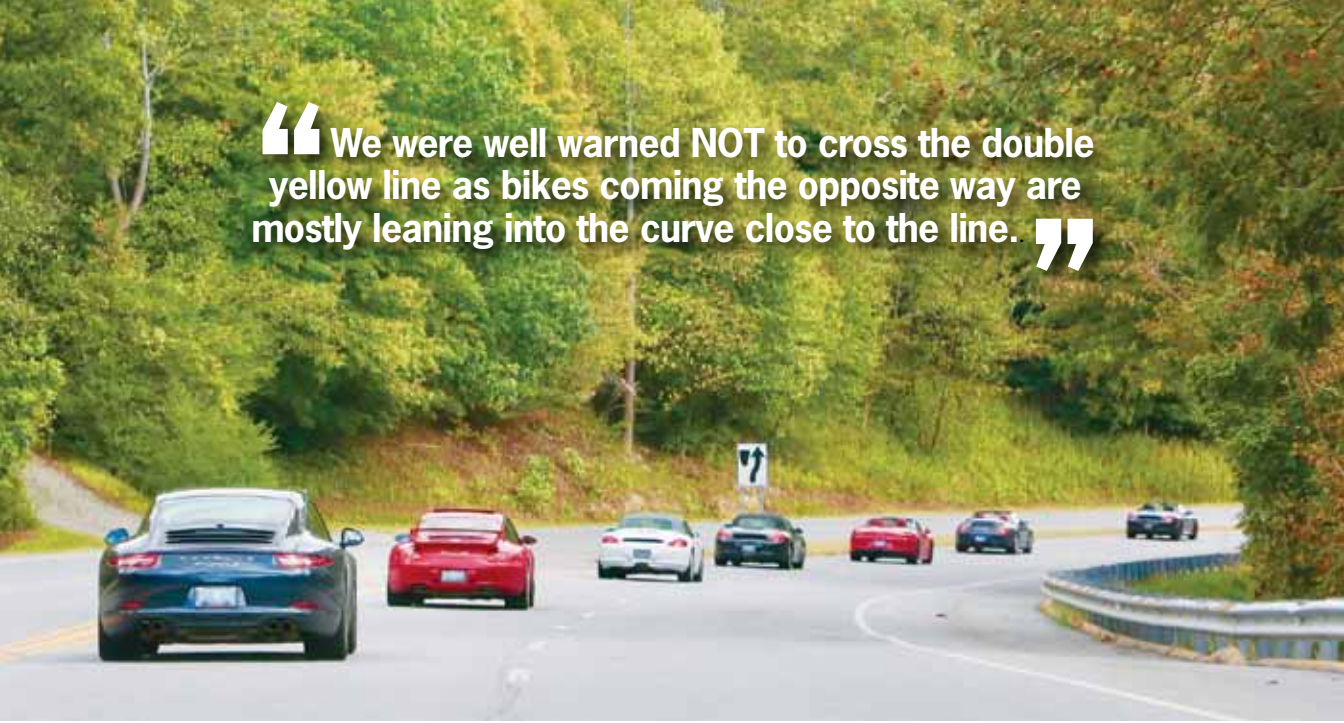
mountain. We were treated to a tour of the hotel and an interesting talk on its history. Again with breathtaking views of the mountains it also had splendid accommoda-



(Left) We enjoyed a private lunch at the wonderful Westglow Spa Relais & Chateau resort, then our third night was spent at the spectacular Omni Homestead Hotel in Hot Springs, Virginia (Above).



“ We were well warned NOT to cross the double yellow line as bikes coming the opposite way are mostly leaning into the curve close to the line. ”



Winding our way back down the mountain at a more leisurely, but not sedentary pace!

tion and restaurants.

In order to make the most of our stay we all agreed to leave late the next morning so we were off at about 11:30am. We made a rest stop for gas at an historical art deco gas station in a small town that only Jason could find. As this was the last official day of the tour some of our compatriots from Western Ont. went a different route home from here rather than go around Lake Erie from the East end. We all drove together most of the day on what some considered the best day of driving on the tour due to the miles of sweeping curves and hills. Some went on directly home while a few of us spent the night at the Seneca Casino near Ellicottville, rather than stretch out an already long day of driving.

We all ended the wonderful trip with happy memories, new friends and an appreciation for touring in a real GT automobile.

The group shot after tackling the “Tail of the Dragon”



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TRACKTALK



Photo by Michael A. Coates, UCR Photographer

By Dave Osborne, UCR Track Chair



Formula E racing is now in its infancy and that makes it kind of interesting from a technology point of view. At this stage of development, the competition

hasn't found a formula that limits anyone's imagination, so most of the teams have gone off in completely different directions. Some have single motors, double motors, and different combinations of gearboxes, different power requirements and different regeneration systems. Unfortunately like any Formula racing, the very things that are making it interesting will become homogenized.

Gradually the teams will sort out which combination works best and they will all fall into line so they can be competitive. Then like all Formula racing, the cars will become equal, the passing will become difficult and they will face an even bigger challenge. They don't sound like they are racing each other. Some of them make less noise than a shopping cart at Lo-blaws and that's not very exciting. I remember all the comments about the Audi Le Mans prototypes when they switched to diesel. Everyone talked about how they didn't sound like they were working very hard. Formula E cars sound like they are rolling down a hill

instead of trying to catch the car in front.

Formula 1 has crippled itself by legislating what progress is allowed in order to keep things equal. That kind of regulation doesn't bode well for innovation if everyone has the same template. At this point Formula E has the greater potential to develop technology that can be passed down to the average car. I hope that opportunity for advancement isn't stifled by too many rules. Maybe they can figure out how to make them really loud too.

The silly season is over now and we have our Track Dates for the 2017 season. You'll find them in the calendar of events in this issue of Provinz. I hope you have the opportunity to sign up early this season, so you don't get Waitlisted later in the year. For those of you who haven't joined the Advanced Driver Education Program yet, I wanted to point out a change in the Introductory Driving School schedule. Due to higher costs and lower demand for the summer IDS we've not scheduled one for this coming year. Your only opportunities to take the prerequisite training with us will be at the two dates in April. We do accept a couple of other programs as the equivalent, so if you change your mind later in the season, just contact us and we will let you know where to get the required training.

The other major change is that NNJR was unable to

accept the July dates offered to them this season, as they conflicted with other commitments. Therefore UCR will be having our own July DE on the 22nd and 23rd of the month. That's in keeping with our schedule of having one track event per month throughout the driving season. Since that event will be part of our regular schedule it will be priced accordingly at our regular rate. I hope that will encourage more of our members to come out and have some midsummer fun in the format that you're accustomed to. We have shared the CanAm event with NNJR since 1996, so hopefully their schedule will allow them to return again in the 2018 season.

For those unaware, our automated Registration system goes active at midnight on New Year's Eve every year. The URL is: reg.pcaucr.org or link through the Club Website. For some it's a race to see who can sign up first, but for most participants it means that they will get into every event that they wish to attend next season. The Introductory Driving School dates on Saturday April 15th and 29th will fill up the earliest, so sign up if you haven't already attended one.

In order to absorb the increase in track rental rates and necessary services, we will be raising the Driver Education rates by ten dollars per event. We've done the best job we could, keeping them the same for the past three years, as we watched our expenses climb. We will still have the lowest rates of any Driver Edu-

cation track program at \$180 per day (tax included), while maintaining the highest standards available anywhere. It's your participation that allows us to provide such a comprehensive program at such a low cost. So thank you to everyone who participated this past season. You make it all possible.

There are a couple of changes in the Track Team this season as well. For those of you who were unaware, Sheri Whitlock, our Registrar had a surfing accident at the end of the season and did some damage to her foot. That and her job related travel made it prudent to take on another primary Registrar. Mary Iantorno has graciously offered to take over the position with Sheri as her backup. Mary's husband Scott Bodo will take over the Safety position from Wallace Bradley. I suspect that Mary can get Scott to help her out if things get too hectic in the morning. The end result will be a seamless transition that won't have any effect on our events. We are really privileged to have the high quality of volunteers managing all of the events on the club's calendar.

Once again it's that time of year when we turn to our faiths and our families and share in the warmth of their embrace. I hope you all have a very safe and happy holiday season and I look forward to sharing the track with you again in the spring.

Cheers!



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THE PORSCHEPHILE

Story and photos by Paul Ireland, UCR Member

Editor's Note: Paul Ireland is a UCR member who owns a 2004 Porsche Boxster S and had his Porsche story featured in *The Toronto Star* on January 08, 2016. Below is an edited version of his story that appeared in *The Toronto Star*. Photos submitted by Paul Ireland – Rhonda Roberts, Provinz Porscheophile Editor.

In the early 1970's, Paul Ireland visited Mosport Park to see the International Motor Sports Association (IMSA) races where Porsche 911 racing versions (934, 936, 959) were cleaning up on the track. Paul even saw the 917 at a Can-Am race with Mark Donohue behind the wheel! Donohue is known as the driver of the 1500+ bhp "Can-Am Killer" Porsche 917-30. That's a lot of horsepower.

And so Paul decided he was going to own a Porsche one day but little did he know it would be almost 40 years into the future when that happened.

"I drove one for the first time in the late '70s, a 911/930 early version of the Porsche Turbo, which had been imported to the U.S. (where I lived at the time) by a colleague. It was crazy fast and you could kick the back end around if you weren't careful," Paul recalls.

In the late 1980's Paul looked for an older 911 test driving many and all of which had mechanical issues or needed extensive restoration work. More time went by and eventually the Porsche Boxster was introduced to the Canadian market. He liked the concept of a mid-engine vehicle and drove several used Boxsters confirming they were very well balanced.

After an extensive search Paul found a gem in Oakville, buying it in September of 2013 with only 54,000 kilometres on its odometer. The car was equipped with a 3.2L flat six engine generating 258 HP and a six-speed manual transmission.

Since then, he and his bride, Cathi, have taken several road trips in their Porsche Boxster with their most ambitious being to Napanoch, New York, in the Catskill Mountains. Napanoch is a hamlet on the Shawangunk Ridge National Scenic Byway, and is part of the Hudson River Valley National Heritage area where driving a sports car is a beautiful experience.

"We covered 1,400 kilometres over four days and never had the top up while as we visited Geneva (NY), toured

Finger Lakes wine country, and stopped at Woodstock where some music fans never left.

There is nothing like a road trip in a Porsche roadster on fresh summer mornings and cool evenings before the sun goes down. Last August we toured the Kawartha Lakes region driving only the back roads. Throw in a few Sunday cruises to the Forks of the Credit, up to see family just south of Barrie and other destinations and we've had another summer of fun with the car.

My grandchildren have all had rides, as well as the neighbours. Everyone returns with a smile on their face." 🚗



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PORSCHE

PERIPHERAL VISION

By John Adam, UCR Historian



Our President, Mike Bryan was our 32nd and just finished serving his second term. He directed a club that has distinguished itself many times. We have been recognized as PCA Region of the year a third time; our membership growth has been outstanding and trophied nine times; our membership co-chairs Mark and Angie Herring were recognized for their singular effort when they received the Zone Representatives Award in 1992 and for their outstanding 31 years service. Our newsletter has trophied several times, including 2014 when it was deemed to be the best in all of PCA. Our web site remains amongst the finest in PCA. Our members have been recognized internationally, for example Botho von Bose as PCA Enthusiast of the Year. After 40 years of growth and success, we need to

thank those that first had the idea to form a club. Geoff McCord was their leader. In 1976, perhaps it was just a band of enthusiasts who needed to learn how to fix their Porsches. Hans Pfaff was a proud supporter from the very start and the H.J. Pfaff organization continues its support to this day. Mosport Porsche Park came on the scene in 1976. Mosport, now called Canadian Tire Motorsport Park, is still an important part of our Porsche Club activities and we are seeing continued improvement at the venue under its current ownership.

We started with 25 members and we had 190 at our 10th anniversary in 1986. Today, we are 2639 strong + family members taking us to 3923 as of October 1. It took a while to really get rolling but baby, look at us now – the largest Region in all of PCA!

Sometimes we find a way to give something to the community and sometimes we get back in other ways. At the end of the day, it makes you feel good to belong to an organization like the Porsche Club.

Proper Protocol at Meetings

The janitor looked in amazement at the UCR dignitaries around the table after the November Board Meeting. After they finished their meeting, there was a flurry of standing and sitting until all were on their feet and they swept from the room. He asked outgoing secretary Foster Zanutto for an explanation.

“The tradition,” Foster replied, “goes back a long way. When the meeting is over, the President, Mike Bryan, can move (either sit or stand) at will. However, the Vice President, Kathleen Wong, can move only while the President is seated. The treasurer, Michael Pohlmann, can go for coffee only while the Vice President is seated but the President is standing. The director responsible for Tours and Fun Runs, Hazel de Burgh, can move only if the *Provinz* editor, Randy Gananathan, is seated. Finally, the Past President, Walter Murray, can move only if the Secretary is seated and the treasurer, Michael Pohlmann, has risen.”

“It seems complicated, but after a while, they get quite good at mastering the moves and getting into the elevator before it is full.”

New officers have now been elected to the Board. They must take careful note of the protocol at these important meetings. We wish them well in their endeavours.

When you open the bubbly later this month, make a toast to the good times and happy memories made possible by the Porsche Club of America, Upper Canada Region Inc. In 2017, we look forward to continued good times with good friends in the Porsche Club.

Merry Christmas and a Happy New Year



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427 Auto Collision	29
Auguste Lecourt	46
Bergmanis, Preyra	39
Braidan Motorsport	48
Bruce Farrow Licensed Appraiser	46
Dent Doctor	46
Downtown Porsche	23
Furtmair Auto Services Inc.	28
Garage Living	2
Hunter Motorsports	9
Keltech	43
MantisSport	42
Michael A. Coates Photography	37
Mobile Magic	46
Pfaff Porsche	15
Porsche Canada.....	41
Porsche Centre Oakville	47
Porsche of London	7
Restoration Designs.....	21
RUF Automotive Canada	20
Segal Motorcar	20
Sonax	17
Susan Krever	33
Total Sports Solutions.....	29
Trackday Insurance	43
Whale Tail	32
Zorotech	11

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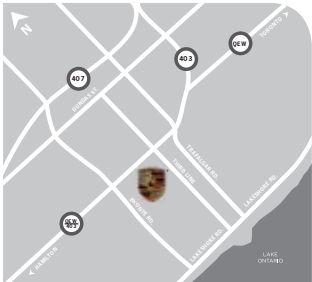
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