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FEBRUARY 2016
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PRESIDENT'S FORUM



By Mike Bryan, PCA UCR President

This may seem like a quiet period in the UCR annual calendar, but it's not like that for many of our enthusiastic volunteers who are chomping at the bit to secure dates, make plans, prepare budgets and find helpers for the club events they will be organizing. I'm always conscious that most of our volunteers have busy lives, doing the jobs and earning the money required to support their Porsche addiction. In their work lives they may typically spend eight hours a day, five days a week interacting with their colleagues, following processes, creating documentation and maintaining records. I'm sure they wouldn't want their "fun" activities as volunteers to be too much like their work activities, so one of my goals is to make their jobs easier to learn and more fun to carry out by giving them the tools they might expect to find in a large, active organization like ours. So how can that be achieved?

Unlike the early years of UCR, we now have the ability to interact more easily and quickly. How soon we forget the enormous effort it took to correspond with others before the internet, and how we take for granted the instant electronic communication that we use today. This has certainly made the lives of our volunteers easier, but the next question is how to minimize reinvention of the wheel every time a new volunteer takes on a role. The answer lies in keeping records of how things are done and making them available to new volunteers. That may sound obvious and simple, but it's only since our past Treasurer and Director, Robert Moniz, showed us the light, that we've been able to make this a reality. You may have noticed on the Contact page of *Provinz* that some club officials use title-based email addresses, e.g. treasurer@pcaucr.com. This enables all the correspondence to and from these addresses to be stored and password protected in the UCR account on Google Drive. Using our Treasurer example, this means that an outgoing Treasurer is able to hand over access to all past correspondence, as well as our live accounting software, role description and other documents to the new Treasurer. I'm grateful to Robert for having introduced us to this idea and for persevering with what turned out to be a rather complex set-up process for our Google Drive account.

This has been a great example of the continuous improvement philosophy followed by UCR and by PCA itself. With this new tool available to us, we are moti-

vated to update those role descriptions, document the processes followed to organise successful club events and to facilitate smooth transitions from one volunteer to the next. It's also an example of what we need to do to develop a more solid base for the operation of our club. By that I mean strengthening its infrastructure with electronic tools like Google Drive, with documented processes, robust financial management systems and with quality equipment for club events in order to meet the expectations of you, our members.

In the same vein, you may have noticed that we are using electronic registration processes for all UCR events now. Our Driver Education participants are already well-accustomed to the great system developed by Peter Carroll some years ago for accepting and processing their 900+ registrations each year. This works really well for DE, but for other UCR events we are using www.clubregistration.net. I'm sure you can imagine the benefits of this in terms of the volunteer administration time saved and the clarity it provides for all of us as registrants for events. Like all internet-based systems, though, many of us will still hesitate to use them. However, I do encourage you to take the plunge and get yourself signed up on clubregistration.net, after which it will be a piece of cake to register for UCR activities. We used to be limited to the type and quality of venue available to us for Monthly Socials, because we couldn't give any guaranteed number of participants for catering purposes. Now that we are getting used to registering for these socials in advance, we are able to select the venues we want because we're able to advise the numbers for catering a few days in advance. And we are able to negotiate a fixed price menu with advance payment that includes tax and gratuity, helping make the whole process easier and quicker for all involved. Electronic registration does not mean, and must not mean, that we lose the personal touch. I know that Event Chairs who organise events want to stay as close to their participants as ever and will always be there to answer questions and chat about their events by phone or email.

Is it only February? ...Oh well, maybe just one more month before the wraps come off.

Keep your eyes up and drive safely,

Mike Bryan
President, Upper Canada Region



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

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FEBRUARY 2016

DRIVER'S SEAT



Randy Gananathan, *Provinz* Editor

Porsches love snow! This month's cover photo was taken at Camp4 last year by Porsche's official Finnish photography team. Camp4 is one of the best events every February that participants attend from around the

world, that's held right here in our back yard. If you have the chance to go, you'll learn how to go sideways without losing control.

If your P-car is stored for the winter, there are many non-driving winter events around the GTA. I met the Rennlist group at their weekly breakfast in January and didn't feel 3-hours pass chatting about cars and everything else like lifetime friends with guys whom I met for the first time there. Check it out, a superb breakfast event every Saturday with fantastic people. No better way to spend a foggy Saturday morning!

In 2016, to celebrate our 40th anniversary, our past UCR presidents will be featured every month in this newsletter, telling us about their experiences leading the club, with clip art from the period, provided courtesy of PCA's graphics team of the seventies, to set the flashback mood.

Our incoming 2016 treasurer bought himself a treasure last year! We helped to celebrate his fortune at the January social where he unveiled his 60th Anniversary 911 GTS Club Coupe in a matching PCA Blue sports jacket! His story is on P14.

Our contributing photographer, Eshel Zweig has been smitten by the completely sexy and unimaginably "perfecto" renewal of a 964 by Singer Automotive, now sold via Pfaff Automotive in the GTA. His awesome photojournalism is featured on P24.

Al Forest's Leipzig visit, Andrew Combes' Winter Diaries and Jeff Malicki's Porscha and Porsche story round out the regular contributions to keep you enjoying UCR camaraderie by the comfort of your fireplace through February.

Every month, our 40th Anniversary flashbacks are featured on Page 40.

Keep sending me your contributions to our monthly newsletter by the 1st of every month!

Randy D. Gananathan
Editor-in-Chief

Write to me about everything: editor@pcaucr.org



The Journal of Upper Canada Region

2016 CALENDAR OF UCR EVENTS

Jan	5	Tue	Board Meeting
	12	Tue	Social Islington Golf Club
Feb	2	Tue	Board Meeting
	9	Tue	Social Islington Golf Club
Mar	1	Tue	Board Meeting
	4	Fri	Ski Day Osler Bluff Ski Club
	8	Tue	Social The Donalda Club
Apr	5	Tue	Board Meeting
	12	Tue	Social Islington Golf Club
	16	Sat	Introductory Driving School CTMP DDT
	30	Sat	Introductory Driving School CTMP DDT
May	1	Sun	Shift into Spring 427 Auto Collision
	3	Tue	Board Meeting
	7	Sat	Muskoka Spring Fun Run
	7-8	Sat-Sun	Driver Education CTMP
	10	Tue	Social Islington Golf Club
	29	Sun	Street Survival School - UCR & BMW Trillium
Jun	3	Fri	5th Driven 2 Smile & Solo Lapping CTMP
	4-5	Sat-Sun	Driver Education CTMP
	7	Tue	Board Meeting
	11	Sat	Southern Georgian Bay Fun Run
	14	Tue	Social Downtown Porsche
	18	Sat	Bear Manor Niagara Escarpment Poker Fun Run
	18	Sat	Ramble to Porsche Parade 2016
	22-25	Wed-Sat	Ramble Return from Porsche Parade 2016
	26	Sun	Ancaster Fun Run
Jul	2	Sat	Grand-Niagara-on-the-Lake Fun Run
	5	Tue	Board Meeting
	9	Sat	UCR Rally
	12	Tue	Social The Donalda Club
	15-17	Fri-Sat-Sun	Driver Education CTMP with NNJR
	16	Sat	Lake Simcoe Fun Run

Jul	24	Sun	Blue Mountains Ramble
	28-1	Thu-Mon	Sound of Porsche's Tour
Aug	2	Tue	Board Meeting
	5-7	Fri-Sat-Sun	Club Race - Can/Am Challenge CTMP
	6	Sat	Skyway Summer Fun Run
	9	Tue	Social Islington Golf Club
	26	Fri	Introductory Driving School CTMP DDT
	27-28	Sat-Sun	Driver Education CTMP
Sep	6	Tue	Board Meeting
	13	Tue	Social Porsche Centre Oakville
	17	Sat	Eastern Shores Fun Run & Car Show
	23	Fri	Instructor Day
	24-25	Sat	Driver Education CTMP
	25	Sun	The "Salmon Run" Fall Ramble
	29-03	Thu-Mon	Great Smoky Mountain Tour (5 car limit)
Oct	1	Sat	Muskoka Fall Colours Fun Run
	1-2	Sat/Sun	Nickelball Tour
	4	Tue	Board Meeting
	11	Tue	Social The Musket
	15-16	Sat-Sun	Driver Education CTMP
	23	Sun	Fall Port-to-Port Fun Run
Nov	1	Tue	Board Meeting
	8	Tue	Social Venue TBA
Dec	6	Tue	Board Meeting
	13	Tue	Social - Pfaff Auto

Please check future issues of *Provinz*, as details for some events are yet to be confirmed. As always, for last minute updates on all events, please visit the UCR website at: www.pcaucr.org



THE WAY WE WERE...

30 Years Ago

Rothmans Porsche on the cover. Thirty-four cents postage. *Provinz* reported that **Colin Black** had taken responsibility for advertising. Years later, he won a 2011 911 GTS in PCA's Members Only Raffle. **Bruce Farrow** reported three single-day DE events at Shannonville. Second drivers to get a \$5 discount. Ottawa Valley Region would be at Mosport for a May weekend—registration fee: \$85. Looking ahead, Porsche Derby weekend was in Louisville, KY, and Parade was in Portland, ME.

25 Years Ago

The Solaroli slope nose Kremer 935 was on the cover. **Jim Kenzie** was coming to the monthly Social. **John Adam** was appointed PCA Zone 11 rep. **Bruce Farrow** helped readers select a good 356 in "Classic Porsches". UCR was 10th largest PCA Region—we're now the largest. 1990 membership growth was 19.5%. **Marc Plouffe's** Mosport April weekend was \$150. **Howard Dexter** taught us all about oil viscosity. **Ben Ciantar** wrote about connecting rod bearings, while **John Adam** had his engine oil analysis published. Shift Into Spring evolved from the earlier Tire Tech. Winter Porsche thoughts and dreams were the subject of articles by **Jurgen Kontor** and **Elizabeth Spivak**. **David Gaunt** provided service hints. Old **Phil White**, our president, went on (and on) about Toronto parking.

20 Years Ago

Mosport DE dates had become two-day weekend events. **Klaus Bytze** joined. **David Langton** went to Zuffenhausen as did **Richard Czerlau**, who provided photos. President **Botho von Bose** complimented **John Van Santa** aka **John Van Charity**. Super **Dave Osborne** wrote about a snowy drive to Peterborough, along with some drivers with lesser skills. Financial Post ran a feature about our **Alan Jones** and we reprinted it. **Tom Brown** wrote about his new love affair—with his 928.

Contributed by John Adam, UCR Historian



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NEW MEMBERS

Welcome!



Name	Location	Model	Thanks To
Elliott Ambridge	Gormley	13-Panamera 4S	Downtown Porsche
Joseph Anacleto	Hamilton	06-911 CS	
Al Billes	Barrie	14-Cayenne	
Steven Bis	Wasaga Beach	16-Cayman S	
Jenny Bui	Toronto	16-Cayenne	Downtown Porsche
Richard Caetano	Grimsby	95-911 C4	
Peter Channan	Oakville	12-911 TS	
Na Chau	Etobicoke	16-Cayenne	Downtown Porsche
Li Chau Chen	Scarborough	16-Cayenne	Downtown Porsche
Edmond Ching	Thornhill	12-Cayman R	
Hugh Clark	Toronto	16-Macan S	Downtown Porsche
Jason Cloth	North York	16-Cayenne GTS	Downtown Porsche
Shaul Yitzchak Cohen	Richmond Hill	16-Cayman GT4	Downtown Porsche
Robert Cory	Windsor	15-911 GTS GT	
Karen Coulter	Burlington	13-Cayenne GTS	Porsche of London
Parham Davoudpour	Toronto	16-911 C4	Downtown Porsche
Robert de Korte	Mississauga	08-911	
Paolo Deluca	Bolton	16-Cayenne	Porsche of London
John Driscoll	Toronto	85-911 T	
Orey Fidani	Mississauga	15-911 GT3	
Alexander Foley	Toronto	68-911 T	
Jeremy Forrest	London	16-Macan S	Porsche of London
Mary Froese	Kingsville	16-Cayenne	Porsche of London
Bahman Ghayyemaman	Toronto	14-Cayenne GTS	Downtown Porsche
Stephen Gibbons	Ancaster	02-Boxster S	
Roy Graydon	Toronto	14-Cayenne GTS	Downtown Porsche
Xile Han	Toronto	16-Cayenne	Downtown Porsche
Weimin Han	Scarborough	16-Macan S	Downtown Porsche
Bob Herod	Oakville	02-911	
Yu Hung Nicholas Ho	Markham	15-911 C4S	Downtown Porsche
Qingwen Huang	Markham	16-Cayenne	Downtown Porsche
Bin Huang	Toronto	16-Cayenne GTS	Downtown Porsche
Younes Ibrahim	London	11-Cayenne S	Porsche of London
Eva Illes	Toronto	16-911	Downtown Porsche
Louis Jahn	Amherstburg	06-Cayman S	
Elaine Kierans	Toronto	16-Macan S	Downtown Porsche
Ihab Kodsi	Toronto	15-911 C4 GTS	Downtown Porsche
Matthew & Johnny Lam	Richmond Hill	15-Macan S	Downtown Porsche
See Yun Lam	Richmond Hill	16-Cayenne	Downtown Porsche
Gordon Lam	North York	16-Cayenne	Downtown Porsche
Rita Leung	Toronto	16-Cayman	Downtown Porsche
Rosetta Li	Markham	16-Macan S	Downtown Porsche
Fanf Lieh Lu	Toronto	16-Cayenne S	Downtown Porsche
Joseph Lusito	East York	15-Macan S	Downtown Porsche
Li Ma	North York	15-Macan S	Downtown Porsche
Mike Malakoti-Negad	Belle River	16-Macan S	Porsche of London
Peter Mancini	London	16-Macan S	Porsche of London
Robert McCord	Toronto	95-968	
Gary McIntyre	Milton	84-944	
Gord McNeil & Karen Geard	Stoney Creek	14-Cayman	Past President

Name	Location	Model	Thanks To
Howard Meier	Toronto	01-Boxster S	
Alireza Moradzarmehri	Richmond Hill	16-Cayenne SE	Downtown Porsche
Prudence Morrison	Toronto	16-Cayenne	Downtown Porsche
Trevor Mosley	Toronto	04-911 C4S	
Glenn Murphy	Toronto	16-Cayman S	Downtown Porsche
Ranjit Pahal	Burlington	16-Macan S	Porsche of London
Manzeel Patel	Toronto	16-Macan S	Downtown Porsche
Edward Ra	Markham	09-911	Downtown Porsche
Flora Ricciuti	Toronto	16-Macan S	Downtown Porsche
Jack Rose	Toronto	16-Panamera 4	Downtown Porsche
Gajendra Santhiraegaran	Ajax	16-Macan S	Downtown Porsche
Ajitpal Saul	Brampton	11-Cayenne S	Downtown Porsche
Savaya Savaya	Tecumseh	16-Macan S	Porsche of London
Henry Scheppat	Whitby	16-Macan S	Downtown Porsche
Robert Seldon	Toronto	13-Cayenne	Downtown Porsche
James Smith	Toronto	86-944	
David Swartz	Thornhill	16-911 C4S	Downtown Porsche
Chak Hoi Ian Tam	Toronto	16-Macan S	Downtown Porsche
John Tamming	Owen Sound	75-911	
Peter Thomson	Toronto	16-911 GT3 RS	Downtown Porsche
Muhammad Syed Tirmizi	Etobicoke	16-Macan S	Downtown Porsche
Jeff Topham	Dorchester	99-Boxster	
Nichola Torchetti	North York	13-Panamera S	Downtown Porsche
Brian Ulrich	Toronto	16-Macan S	Downtown Porsche
Lee Van Steinburg	Scarborough	76-911 S	
Jeff Walderman	Toronto	16-Panamera 4	Downtown Porsche
Xiaoxiao Wang	Toronto	16-Cayenne D	Downtown Porsche
Ying Wang	Markham	16-Cayenne GTS	Downtown Porsche
Bill Wolfe	Oakville	07-911 C4S	
Hongyu Yang	Toronto	16-Cayenne SE	Downtown Porsche
Jianping Yang	Markham	16-Macan S	Downtown Porsche
Stella Oi Yin Yeung	Toronto	16-Cayenne S	Downtown Porsche

Membership information submitted by Angie and Mark Herring, UCR Membership Chairs. 

ANNIVERSARIES

Congrats!

<div>25YEARS</div> <div>Robert & Vivien Hindle David Pearson</div>	<div>John & Anna Filipopoulos Russell Hollins Hugh Hudson Julian Mulcaster & Heather Belyea</div>	<div>Mantycki Dan Proudfoot & Lynda Lange Bruce Robertson</div>	<div>Primary UCR Members</div> <div>2556</div> <div>Total UCR Membership</div> <div>3816</div>
<div>20YEARS</div> <div>Ernie Allen & Anne Nash John & Hilary Orrell</div>	<div>10YEARS</div> <div>Rob Benson Paul Giannaris & Lilly Bruzzese Sam Leung Ron Mitchell & Virginia</div>	<div>5YEARS</div> <div>Marc Giroux David & Dickson Ip John & Barbara Landry Joe & Nicole Liem Francesco Policaro</div>	

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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 various activities that UCR offers. As the saying goes, "It's about the people, not just the cars!" At each social, you can expect to meet many like-minded Porsche owners who are just as passionate about their cars as you are, perhaps more so!

For 2016, we will be holding six dinner Socials at The Islington Golf Club, two dinner Socials at The Donalda Club, one Oktoberfest Social at The Musket Restaurant, and hosted Socials at each of our three local GTA Porsche stores, namely Downtown Porsche, Oakville Porsche Centre and Pfaff Porsche. Each Social officially starts at 6:30pm and provides lots of opportunities for UCR camaraderie. For the Golf Club Socials, we'll have a sit-down gourmet dinner in elegant surroundings at 7pm followed by some interesting guest 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 guest speaker, please let me know. And if you have any comments or other 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 confirmed attendees is required for event planning purposes. By registering early, you'll also confirm your place. Please also let us know if you are a first-time social attendee when you register. 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

FEBRUARY SOCIAL:

Date: Tuesday, February 9, 2016, 6:30-9:00pm

Venue: The Islington Golf Club, 45 Riverbank Drive, Etobicoke, Ontario M9A 5B8.

Guest Speaker: Please join us in welcoming Jim Kenzie, a senior automotive journalist with the Toronto Star and avid auto enthusiast, as our February speaker. Jim has been a very entertaining and popular guest speaker at UCR's Socials over the years. Among other things, Jim will be talking about the recently held 2016 North American International (aka Detroit) Auto Show and his 2016 Kenzie Car Calendar, which has a customized Porsche cover. Parachute, Canada's leading injury prevention charitable organization is the beneficiary of Jim's annual automotive photography calendar.

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.

MARCH SOCIAL:

Date: Tuesday, March 8, 2016, 6:30-9pm, Dinner at 7pm

Venue: The Donalda Club, 12 Bushbury Dr, North York, ON M3A 2Z7

Guest Speakers: Help us to get into the spring spirit by attending this special social where we'll have members of the UCR Track team as our guest speakers. Chief Instructors Stephen Goodbody and Tim Sanderson, along with long-time trackie Del Bruce, will be sharing their philosophies and insights regarding UCR's unsurpassed Driver Education program. Safety has always been the guiding principle of this program, which attracted over 800 enthusiastic drivers last season. Come out to learn what high performance driving is all about and how you can get involved in this very popular PCA activity. UCR's Track Team will update us about some of the developments they're making for the 2016 program – to further enhance the learning of ALL participants – instructors included!

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.



JANUARY SOCIAL

By Martin Tekela, Former President (1999-2000). Photos by Michael A. Coates, UCR Photographer

40th Anniversary Kickoff

Despite a morning rush hour storm that dropped upwards of 10 cm of snow, over 50 Upper Canada Region members and guests braved the elements to attend the first Social of the Club's 40th Anniversary year. The elegant Islington Golf Club served up a tasty 'Hip of Beef' with salmon offered as an alternative to those that requested it.

After dinner, President Mike Bryan started with some Club announcements: he talked about UCR's decision to use ClubRegistration.net as the registration tool for all UCR events except Driver Education. UCR will continue to educate its members on how to set up their own "ClubReg" accounts. Importantly, the user ID and Password for your ClubReg account may be different than your DE or PCA accounts.

The highlight of the evening though was a "fireside chat" discussion hosted by Mike Bryan. Mike did a great job of "interviewing" five of the seven UCR Past Presidents who attended the event. These included founding President Geoff McCord (1976), Phil White (1991), Gord McNeil (1994), Botho von Bose (1996) and John Van Atter (1999).

Geoff McCord kicked off the discussion by telling us how the Club was formed. The initial UCR PCA Charter required 25 local members and was created



Left to right: John Van Atter, Geoff McCord, Phil White, Gord McNeil, Botho von Bose and Mike Bryan.

after Geoff realized that there were enough Canadians attending PCA Niagara Region (NY State) events to start a Canadian club. Well before the era of social media, UCR developed a yellow "Parking Ticket" facsimile which members placed under the windshield wipers of prospective Porsches/UCR members. That clever idea certainly helped to grow UCR's membership. This concept was used again in the mid to late 2000's in the form of a postcard describing upcoming UCR activities and membership information. Since then, UCR has grown to become the single largest North American region in the PCA and continues to win awards for its growth.

Every Past President mentioned their friendships as being the most important benefit they enjoyed by becoming UCR members, and they all reinforced the point that "it's about the people, not just the cars".

After a most enjoyable hour hearing about the adventurous spirit and mischievousness of some of UCR's executive, Past Presidents Peter Helston (2002) and Martin Tekela (2009/2010) came up to join Mike Bryan and our guest speakers for a group photo. There have been 32 Club Presidents over UCR's 40-year history and 25 are still (mostly) active members today.

What a great start to UCR's 40th year!



Presidents at Social, left to right: Geoff McCord '76, Phil White '91, Gord McNeil '94, Botho von Bose '96, Peter Helston '02, Martin Tekela '09 & '10, Mike Bryan '15 & '16.



FUN RUNS, RAMBLES & TOURS

Looking Forward to an Awesome Season!



By Hazel de Burgh, UCR Fun Run Program Chair

In last month's *Provinz*, I reported that there were 13 events in UCR's 2016 Fun Run Program. I'm delighted to report that there are now 18

confirmed events for 2016!! That's more than the total number of these events in 2015 (at 15), and we're only in February! Needless to say, I'm excited about the year ahead. I hope you are too! I'm also delighted by the enthusiasm of our hosts!!

So far, we have 11 Fun Runs, 4 Rambles and 3 Tours, including events to popular destinations, and events going to new areas too. Lots of variety, thanks to our new and returning hosts!

For members who've never been on one of these events:

- Fun Runs are country drives involving groups of 10-15 cars that follow a leader for 2-4 hours of driving, with several rest stops/opportunities for socializing, including lunch.
- Rambles are similar to Fun Runs but there's no need to stay in groups and follow a leader.
- Tours are country drives that involve an overnight stay, lunches and at least one dinner, and usually involve small groups of 5-15 cars following one or more leaders.

See the table on the next page for a summary of our 2016 events. Event descriptions follow. Then mark the relevant dates in your calendar for each of the events you're interested in: the Event Date and the Registration Open Date. I'm sure you'll have a wonderful time

on any event(s) you pick. For more details about these events, including event costs, check out www.clubregistration.net closer to the Registration Open Date.

Then, when it's time to register for the events you're interested in, shortly before 6pm on the Registration Open Date, log in to www.clubregistration.net so you can sign up at 6pm. If you need more information on how to register, see my article in the January issue of *Provinz* or visit UCR's welcome page on <http://pcaucr.org/how-to-register/>.



In the meantime, happy planning as you dream about driving your beloved Porsche with fellow P-car aficionados on some wonderful Porsche-friendly roads!

Hazel de Burgh, Fun Run Program Chair
hazel.deburgh@gmail.com or 416 558 2929

UCR's 2016 Fun Runs Rambles & Tours (So Far)

NEW FOR 2016: Register via www.clubregistration.net starting at 6pm on the Registration Opening Dates below:

#	EVENT DATE	REGISTRATION Opens @ 6pm	NAME OF EVENT	DESTINATION (or Travel Area)	HOST NAME(S)	HOST EMAIL (for more information)
1	Sat, May 7	Sun, Mar 13	South Muskoka Spring Fun Run	Muskokas	David Forbes & Peter Hoffman	david.forbes@rbc.com peter@hwa-inc.com
2	Sun, May 8	Sun, Mar 13	Spring Port-to-Port-to-Port Fun Run	Lake Erie Shores	Mike Blinn & Rick Zuccato	cmblinn@gmail.com rjzuccato@gmail.com
3	Sat, Jun 11	Sun, Apr 17	Southern Georgian Bay Fun Run	Penetanguishene & Midland	Martin Hederich & Michael Pohlmann	dr.flue@primus.ca speedstermp@hotmail.com
4	Sat, Jun 18	Sun, Apr 24	Bear Manor Niagara Escarpment Poker Fun Run	Grimsby	Vaughn Warrington	vwarrington@worldsourcecurities.net
5	Sat, Jun 18	Sun, Apr 24	Ramble to Parade 2016	Toronto to Jay Peak, Vermont	Randy Ganathan	rdganathan@gmail.com
6	W,Th,F or S Jun 22,23,24 or 25	Sun, Apr 24	Ramble Return from Parade 2016	Jay Peak, Vermont to Toronto	Randy Ganathan	rdganathan@gmail.com
7	Sun, Jun 26	Sun, May 1	Ancaster Fun Run	Ancaster & Dundas	Neil Dowdell	neildowdell@hotmail.com
8	Sat, Jul 2	Sun, May 8	Grand Niagara-on-the-Lake Fun Run	Niagara-on-the-Lake	Guenter Gamauf	guenterg@rogers.com
9	Sat, Jul 16	Sun, May 22	South Lake Simcoe Summer Ramble	Lake Simcoe	Terry Sellers	tsellers@warrantyrisk.com
10	Sun, Jul 24	Sun, May 29	Blue Mountains Ramble	The Blue Mountains	Don Lewtas & Hazel de Burgh	hazel.deburgh@gmail.com
11	Thurs-Mon Jul 28-Aug 1	Sun, Feb 21	*Sound of Porsches Tour*	Lake Placid, Stowe & Hudson QC	Rick Zuccato & Mike Blinn	*rjzuccato@gmail.com * cmblinn@gmail.com
12	Sat, Aug 6	Sun, Jun 12	Skyway Summer Fun Run	Ancaster & Dundas	Jeremy Gunness & Tom Lussman	jeremy.gunness@itechnica.com cogito1970@hotmail.com
13	Sat, Sep 17	Sun, Jul 24	Eastern Shores Fun Run & Car Show	Eastern Shores of Lake Ontario	David Forbes & Peter Hoffman	david.forbes@rbc.com peter@hwa-inc.com
14	Sun, Sep 25	Sun, Jul 31	"Salmon Run" Fall Ramble	Port Hope	Randy Ganathan	rdganathan@gmail.com
15	Thurs-Mon Sept 29-Oct 3	Sun, Feb 7	*Great Smoky Mountains Tour*	Smoky Mountains	Jason Figueiredo	*jasonfig993@gmail.com *
16	Sat, Oct 1	Sun, Aug 7	Muskoka Fall Colours Fun Run	Muskokas	David & Anne Forbes	david.forbes@rbc.com
17	Sat-Sun, Oct 1-2	Sun, Aug 7	Nickelball Tour	Sudbury & Manitoulin Island	Greg Oldenburg & Dennis Centis	greg@oldenburginc.com dennis@centistile.com
18	Sun, Oct 23	Sun, Aug 28	Fall Port-to-Port-to-Port Fun Run	Lake Erie Shores	Mike Blinn & Rick Zuccato	cmblinn@gmail.com rjzuccato@gmail.com

*Contact the Host(s) to register for this Tour

Considering hosting? Contact hazel.deburgh@gmail.com for details

DESCRIPTION OF UPCOMING EVENTS:

Saturday, May 7: South Muskoka Spring Fun Run
Registration Opens: Sunday, March 13 at 6pm

Join us for the 8th annual Muskoka Spring Fun Run hosted by Peter Hoffman and David Forbes. Meet in Bracebridge,

then travel along the winding roads of south and central Muskoka in several "Run Groups". Along the way, there will be several stops including lunch. Following lunch, our routes

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take us past lakes and Muskoka landmarks and we'll conclude with a mid-afternoon reception in Bracebridge. Please contact David or Peter for more information:

David: david.forbes@rbc.com or 647 409 1346

Peter: peter@hwa-inc.com

**Sunday, May 8: Spring Port-to-Port-to-Port Fun Run
Registration Opens: Sunday, March 13 at 6pm**

Our meeting place for our Spring Fun Run will be in Grimsby at 9:30am sharp, so we can be on the road for 10am, driving from Port to Port to Port along the Lake Erie coastline on a spectacular lake-view drive. We'll pass through many towns that start with the word "Port", hence our Fun Run name. We'll stop a few times along the way to refill and empty our coffee, and have some great photo opportunities. Our final Port of the day will be Port Stanley, where we can walk the beaches, and have a great meal together to finish off our day. Please contact event hosts Mike Blinn or Rick Zuccato for more information:

Mike: cmblinn@gmail.com or 416 606 7816

Rick: rjzuccato@gmail.com or 905 379 9416

**Saturday, June 11: Southern Georgian Bay Fun Run
Registration Opens: Sunday, April 17 at 6pm**

Martin Hederich and Michael Pohlmann look forward to welcoming you in Barrie, then leading two groups of 15 cars through the winding backroads of Essa and Clearview Twp, known for their beautiful landscapes and friendly people. The group will visit historic Discovery Harbour in Pene-tanguishene, then head to Midland for more insights into Canada's early history. After lunch at a dockside restaurant, we'll convoy to Port McNicholl, where we'll see the SS Kewatin, a steamship built by the same team who built the Titanic. Then we'll drive to Martin's farm near Angus for a leisurely get-together and BBQ. Please contact Martin or Michael for more information:

Martin: dr.flue@primus.ca or 705 424 7423

Michael: speedstermp@hotmail.com or 705 796 0930

**Saturday, June 18: Bear Manor Niagara Escarpment
Poker Fun Run**

Registration Opens: Sunday, April 24 at 6pm

Join us for our 6th Annual Bear Manor Poker Fun Run along the Niagara Escarpment. We continue with the added element of a Poker Run with prizes for the best poker hands from cards you pick up along the route. We'll start at 9:30am in the Grimsby area and wind our way through the Niagara escarpment, by scenic vineyards. We'll stop for a wine tasting and travel tree-lined roads. The run ends at Vaughn & Jennifer's home on the Grimsby escarpment where lunch and beverages will be served (included in your registration fee). Please contact Vaughn Warrington for more information:

vwarrington@worldsourcecurities.net or
905 309 9990

Saturday, June 18: Ramble to Parade 2016

Registration Opens: Sunday, April 24 at 6pm

Our Ramble begins opposite Porsche Cars Canada's new headquarters at the NE corner of 401 & 404. The route will follow some fabulous twisty back roads through the Green Mountains of Vermont to arrive at Parade Headquarters in Jay, VT before the festivities begin at Parade. Randy Gananathan, host of the event, will provide driving directions with information on suggested stops, including a lunch stop with an opportunity for some UCR camaraderie. Special arrangements with US Customs and Border Protection have been made to facilitate smooth travel but it will be helpful for Ramble participants to enrol in Nexus or Global Entry beforehand. Please contact Randy for more information:

rdgananathan@gmail.com or 905 780 9670

**Daily from Wednesday, June 22, through Saturday,
June 25: Ramble Return from Parade 2016**

Registration Opens: Sunday, April 24 at 6pm

Our return Ramble from Parade in Jay, VT to Toronto will be different than the Ramble to Parade. Cars can depart daily after breakfast on a route that is generally the fastest route back to Toronto, with a couple of detours for some of the best driving in the area, and making time for an optional lunch stop enroute. This daily Ramble provides flexibility for anyone who wishes to leave Parade on any day after the Concours Banquet on Tuesday evening. Driving directions will be provided and departing groups can assemble to avoid solo vehicle driving. Please contact the event host, Randy Gananathan, for more information:

rdgananathan@gmail.com or 905 780 9670

Sunday, June 26: Ancaster Fun Run

Registration Opens: Sunday, May 1 at 6pm

Starting at 11am and going for 2-plus hours, this year's route will take us through the outskirts of Dundas and Ancaster and as far west as Brantford. Exploring city streets, country roads and farm country, we'll experience the rich history of the region. We'll travel many of the winding roads of the area (both old and new), past historic sites, and experience elevation changes before arriving at our surprise



destination for food and libation and some afternoon entertainment. Limit is 20 P-Cars of any type and age. This event is sure to sell out fast! Please contact the event host, Neil Dowdell, for more information (but don't expect him to reveal the location of the surprise ending!):

neildowdell@hotmail.com or 289 244 3107

**Saturday, July 2: Grand Niagara-on-the-Lake Fun Run
Registration Opens: Sunday, May 8 at 6pm**

For more information, see the next issue of *Provinz* or UCR's Fun Run webpages, or contact the event host, Guenter Gamauf: guenterg@rogers.com or 519 581 7118

**Saturday, July 16: South Lake Simcoe Summer Ramble
Registration Opens: Sunday, May 22 at 6pm**

We are excited to host our 1st Ramble, which will start and finish at the picturesque Briars Resort on Lake Simcoe. After a continental buffet breakfast, cars will head out on a route that takes them through some amazing countryside and nice winding roads. Our lunch stop near Lake Dalrymple will have everyone planning a return trip just for the food! After more time to enjoy our cars, the group will reconvene at the Briars Resort for a wine and cheese reception and some UCR camaraderie. We have arranged preferred accommodation rates for anyone wanting to stay overnight on Friday and/or Saturday nights, which can be booked after you're registered for this event. For more information, please e-mail the event host, Terry Sellers:

tsellers@warrantyrisk.com

**Sunday, July 24: Blue Mountains Ramble
Registration Opens: Sunday, May 29 at 6pm**

For our 7th Annual Ramble hosted by Don Lewtas and Hazel de Burgh, we'll meet at a location just north of Toronto and then travel the scenic back roads of Caledon, Hockley, Mulmur and Clearview, and up and down the Niagara Escarpment going through a number of quaint villages. After our lunch stop near the highest point in Ontario, our curvy route continues through the picturesque Blue Mountains and we'll end with an afternoon Wine & Cheese reception at a location overlooking Georgian Bay. Please contact Hazel for more information:

hazel.deburgh@gmail.com or 416 558 2929

Thursday, July 28 – Monday, August 1:

Sound of Porsches Tour

Registration Opens: Sunday, February 21 at 6pm

The "Sound of Porsches" Tour is a 5-day 4-night adventure hosted by Rick Zuccato and Mike Blinn. We'll have an incredible itinerary featuring wonderful roads from Toronto to Lake Placid New York on Day 1. Then we'll park our cars in a private lot, check into our lake-view hotel rooms then dine in our own private dining room. Day 2, after more Lake Placid treats, we'll head through the mountains, sounding our way to our 2nd and 3rd night destination in Stowe Vermont, where we'll experience some of Vermont's hospitality.



Day 4 features a spectacular scenic drive to our final night in a small quaint Quebec village, where we'll have our Zuccato race-night, and our final farewell dinner in our own private dining room, and again a private parking lot for our babies! See the event poster on page 17. For more details, log in to UCR's website to see the detailed event description. Note: due to the limited member capacity and the costs for this event (including hotel costs and more), this registration will NOT be processed through Club Registration. Instead, please contact Rick via email to register and obtain further information:

rjzuccato@gmail.com or 905 379 9416

**Saturday, August 6: Skyway Summer Fun Run
Registration Opens: Sunday, June 12 at 6pm**

For more information, see the next issue of *Provinz* or UCR's Fun Run webpages, or contact the event hosts, Jeremy Gunness or Tom Lussman:

Jeremy: jeremy.gunness@itechnica.com or 416 727 3006

Tom: cogito1970@hotmail.com or 416 877 5379

**Saturday, September 17: Eastern Shores
Fun Run & Car Show**

Registration Opens: Sunday, July 24 at 6pm

This year's Hearth Place Fun Run will be hosted by Peter Hoffman and David Forbes, beginning with breakfast at the Hearth Place Cancer Support Centre in Oshawa. We will then travel picturesque roads heading east along the shore of Lake Ontario, passing through scenic farmland and through charming communities to our lunch destination. Our Fun Run will then loop back to Whitby through backroads and farmland for more UCR camaraderie and a Car Show where our cars will be on display for cancer patients and their families. Please contact David or Peter for more information:

David: david.forbes@rbc.com or 647 409 1346

Peter: peter@hwa-inc.com

**Sunday, September 25: "The Salmon Run"
Fall Ramble**

Registration Opens: Sunday, July 31 at 6pm

Our Ramble will begin opposite Porsche Cars Canada's new headquarters at the NE corner of 401 & 404. We'll drive a scenic country route to Port Hope to enjoy the annual fall migration of salmon where thousands of salmon swim

continued on page 16...



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upstream in the Ganaraska River and have lunch in historic Port Hope. Our return trip includes an ice cream stop at a country store. This is a family event for all Porsche drivers, especially Cayenne and Macan drivers. This Ramble will particularly appeal to members who enjoy learning about nature, fishing and the outdoors in Ontario. Please contact the event host, Randy Gananathan, for more information: rdganathan@gmail.com or 905 780 9670

Thursday, September 29 – Monday, October 3:

Great Smoky Mountain Fall Tour

Registration Opens: Sunday, February 7 at 6pm

Arguably some of the best driving roads in North America are in the Smoky Mountain region of North Carolina. On this 5-day Gran Tour, hosted by Jason Figueiredo, you'll drive through the UNESCO Smoky Mountain and Appalachian Ranges, through 8 states, visit historical locations, overnight at luxurious historic hotels and Inns, drive epic roads that have been featured on National Geographic that wind up 5000 ft mountain ranges, and experience culinary dishes that delight the senses. To provide you with an exclusive and intimate experience, this Gran Tour is limited to 5 cars. See the event poster on the opposite page. For more details, log in to UCR's website to see the detailed event description. Note: due to the limited member capacity and the costs for this event (including hotel costs and more), this registration will NOT be processed through Club Registration. Instead, please contact Jason Figueiredo for more information and to register:

JasonFig993@gmail.com or 905 961 0135

Saturday, October 1: Muskoka Fall Colours Fun Run

Registration Opens: Sunday, August 7 at 6pm

Join us for the 8th annual Muskoka Fall Colours Fun Run hosted by David and Anne Forbes. We'll meet in Bracebridge, then travel along the winding roads of Muskoka in several "Run Groups", enjoying the fall colours and lakeside views. Along the route, there will be several stops including lunch. Our route takes us past Lakes Muskoka, Joseph & Rosseau, and several Muskoka landmarks including Windemere House, High Falls and Port Carling. We'll conclude with a mid-afternoon reception in Bracebridge.

Please contact David for more information:

david.forbes@rbc.com or 647 409 1346

Saturday-Sunday, October 1-2:

Nickelball Tour

Registration Opens: Sunday, August 7 at 6pm

Wherever your home base is, the Nickelball Tour will take you north from centrally-located Parry Sound across the newest and smoothest section of Highway 400 with its playful exits and on-ramps, past the historic canoe route to the west and into the Canadian Shield for lunch at the Idylwyld Golf and Country Club in Sudbury. Drivers will stretch out heading West along the Trans Canada Highway to the picturesque curves and white quartzite mountains of Hwy 6 to your overnight stay on Manitoulin Island. Day 2 starts off touring the North Coast of the largest freshwater island in the world along open and clear roads to a catered lunch at the western point of the island. Running back on the South route to South Baymouth, drivers will catch the ferry to the mainland (South) or take the North route back through Little Current. All told, drivers will be presented with the young colours of fall set amongst the most diverse, varied and unexpected landscapes in the province. See the event poster on page 43. For more details, log in to UCR's website to see the detailed event description. Please contact event hosts Greg Oldenburg or Dennis Centis for more information:

Greg: greg@oldenburginc.com or 416 527 0041

Dennis: dennis@centistile.com

Sunday, October 23: Fall Port-to-Port-to-Port Fun Run

Registration Opens: Sunday, August 28 at 6pm

Our meeting place for our Fall Fun Run will be in Grimsby at 9:30am sharp, so we can be on the road for 10am, driving from "Port to Port to Port" along the Lake Erie coastline on a spectacular lake-view drive. We'll pass through many towns that start with the word "Port", hence our Fun Run name. We'll stop a few times along the way to refill and empty our coffee, and have some great photo opportunities. Our final "Port" of the day will be Port Stanley, where we can walk the beaches, and have a great meal together to finish off our day. Please contact event hosts Mike Blinn or Rick Zuccato for more information:

Mike: cmblinn@gmail.com or 416 606 7816

Rick: rjzuccato@gmail.com



BACKFIRE: Member Feedback

2015 Autocross Season Wrap-Up Photos

UCR Member and Contributing photographer Wolfgang Lott, better known to all of us as "Sonny" took the four photos on the bottom half of P21 of the January issue of *Provinz*. We got carried away and credited another member! Apologies Sonny, it was careless on our part and thank you very much for drawing our attention to it. Thank you also for all you do for the club and your fabulous photography contributions.

BACKFIRE is expandable space in *Provinz* for member feedback. We've used it mainly for corrections, but it can be for letters to the editor and other feedback. Send your feedback to: editor@pcaucr.org



Photos by Wolfgang Lott

July 28th - August 1st 2016

Join us for a 5 day 4 night adventure to Lake Placid New York, then through twisty mountain roads to the Von Trapp Lodge in Stowe Vermont, and then on to Hudson Quebec for our famous "Track Night"!

Contact Rick for availability:
rjzuccato@gmail.com

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SEPT 29 - OCT 3, 2016

CONTACT JASON FIGUEIREDO FOR MORE DETAILS
JASONFIG993@GMAIL.COM

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OUR DAY AT PORSCHÉ LEIPZIG



(Left) Aerial shot of the Porsche Leipzig campus.

(Right) Porsche Leipzig's diamond shaped Customer Care Centre.

(Below) The Hermann Tilke designed FIA certified track incorporates 10 world-famous curves.

(Bottom Right) 918 Spyder waiting for customer pick up.



Photos from the Porsche Leipzig web site



Story and photos by Al Forest, Upper Canada Region Member

June 16, 2014 is going to remain one of those amazing days of my life. This last full day of a European vacation with my wife Jane, became the highlight of two important aspects of my life currently: Porsche and baroque music.

How did we find ourselves in Leipzig, in the former East Germany? It's probably not the first place one would choose to visit but it is a city rich in history, both old and recent. We had started our trip in Versailles – more specifically at the Royal Opera House located within the palace which the Sun King, Louis XIV, had created to show the world his magnificence. We were there to witness operatic history being made by Toronto's Opera Atelier. After that, it was a week in London to see our new grandson, then off to Berlin for a 10 day Viking River Cruise up the Elbe, with stops in Wittenberg and Dresden, ending in Prague. From there it was over to Leipzig by train.

Besides being home of the Porsche facility where the Cayenne, Panamera and now the Macan are assembled, Leipzig is the place Johann Sebastian Bach spent the last 27 years of his life as music director for the city's Lutheran churches. He composed many of his most famous works here and to celebrate that history, the

prestigious Bach Fest annually brings together hundreds of musicians and thousands of music lovers from around the world for two weeks every June. Our favourite band, the Tafelmusik Baroque Orchestra of Toronto had the great honour to be selected as that year's "orchestra-in residence" for the festival and for a group that specializes in baroque repertoire, of which Bach is the foundation, to play his music in the church at which he worked and where he is buried. Well it simply does not get any better. Jane and I were there to be with our dear friends for this incredible occasion.

Several months earlier, through Porsche Canada, I had made contact with the customer representatives at Porsche Leipzig and had made the arrangements for Jane and myself to participate in the "Discover Porsche in Leipzig" programme. This includes a Factory Tour, time on the FIA certified test track (in a Cayman, of course), off-road running in a Cayenne (only if I wanted), and a three-course meal with a "spectacular 360o panorama of the entire Porsche grounds" from the Customer Care Centre which contains a selection of historic vehicles and a fully stocked Porsche Design Store. Sounded amazing, and like all things Porsche, it was pricey; however, I was very much looking forward to it. But was it going to live

up to our expectations?

The Porsche facility is a little north of Leipzig's historic downtown, out in the developing farmland surrounding the city. The weather was ideal – partly cloudy and about 20oC. We arrived bright and early just before nine; our scheduled start time, and were greeted by two lovely ladies at reception, who escorted us to a nearby lounge where they provided tea, coffee and some delicious sweets. As we waited for the other members of our tour to arrive, I noticed a 918 Spyder parked at a charging station, just outside the glass doors which lead to the track. Having never seen one of these creatures "in the flesh", I took the opportunity to feast my eyes. This beauty was here as part of the customer factory collection program. Later, we saw a couple beaming as they were escorted to the car before their time on the track. An awesome sight.

There were four others on our Factory Tour. A



couple from the Netherlands were there to pick up their new Cayenne and Ron and his son, Sam, from Fort Lauderdale, Florida, came to collect his new 911 Turbo GT. The next day, Ron and Sam were setting out on a 10-day driving tour of Europe. Ron recognized the PCA logo on my jacket and that broke the ice. We were all over the moon to be there at Porsche. Ron and Sam ended up riding shotgun for a few laps in that 918 Spyder. I was green with envy. The Dutch couple spent

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...continued from page 19.

Entrance to the Porsche Leipzig Factory.

their free time pushing a Cayenne to its limits over the 18 special modules of the 6 km long the off-road circuit. They returned totally blown away.

With our tour guide, Julie, we made our way over to the vehicle assembly building via the Integration Office area. There were a few simple ground rules: Stay within the yellow lines and photography of any kind whatsoever, was strictly VERBOTTEN.

The tour lasted about 1½ hours and to say that it was impressive would be a massive understatement. Here are some details:

The workforce consists of approximately 3000 unionized employees – about 10% of which are women – working here on 3 shifts per day with no assembly work done on Sundays. They have just completed a €500M expansion, the largest in company history, for fabrication and painting of the Macan product line. About 650 vehicles – Cayenne, Panamera and Macan – are produced per day, consisting of over a million

potential combinations of model, engine and option variants using JIT assembly techniques.

Each work station has a team of 12 people who rotate the actual work performed every 2 hours or so. There are two staggered work breaks during each 7.6 hour shift. The work stations are generally elevated; that is, the workers are by and large standing up as they work. In some places the chassis moves on a wooden platform which glides along on a special conveyor flush with the regular floor. Easier on the feet and there to minimize static build up. It seemed to be a stress-free work environment for the employees. The only robotic station in the final assembly area that we toured was used to install the front and rear windshields – fascinating to watch in action.

The Cayenne and Panamera bodies are fabricated off site and brought to Leipzig by rail. We did not see the Macan fabrication areas; however, in the future, public tours will include those parts of the factory.

The plant assembly areas are kept at slightly positive air pressure to keep foreign materials out as much as possible. It was fun to see some of the office personnel as they moved through the plant on neat looking scooters – Porsche designed, no doubt.

The power train – engine, transmission, drive shafts, brakes, suspension, etc., are assembled



Skid pads and the new handling course under construction.



My 981 Cayman for the day.

on driverless platforms that move slowly past the various work-stations floating along by magnetic induction over a special track imbedded in the floor. When completed, it moves to line up with the pre-assembled chassis which are suspended from an overhead track. The two main assemblies are then “married” and secured by 50 machine tightened bolts. Interestingly, eight of those bolts are finalized by hand. I guess there are still some things done better by feel.

Final assembly includes the steering wheel, air bags, fender liners and wheels and tires. Once completed

and topped up with all required fluids, every vehicle is started up and sent to the test track for an initial shake down run.

Speaking about the test track, almost as soon as we finished the Factory Tour, it was time for me to head out onto the track. Leipzig has a Hermann Tilke designed, FIA certified track, which incorporates 10 famous curves from around the world, including the Lesmo Curve and Parabolica from Monza, the Suzuka S, and the Corkscrew from Laguna Seca. My instructor, Axel, came looking for me and after a few ques-

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Wonky test road – I try to avoid such places.

...continued from page 21.

tions about my previous track experience, we headed out. He drove the first few laps and pointed out the various curves. Then he said, "Let's have some fun" as he turned off the PSM and drifted through the remaining corners before pit lane. He was having a blast while I hung on for dear life! Nice work if you can get it.

He double-checked my driving position and then it was out for a few laps with Axel in the passenger seat providing advice and encouragement. Then we stopped again and he got into the 911 Turbo S "Safety Car" and led the way. I followed as closely as possible on the racing line while in constant radio contact.

I was driving a new base Cayman (981), the closest equivalent to my car, with only slightly greater horsepower but fitted with PDK. This was my first experience with the latest Porsche automatic, and although I consider myself a traditionalist when it comes to transmissions, (all of our cars for the past 30 years have been manual) I have to say that I was extremely impressed with PDK. Any previous automatic I have driven seemed to have a mind of its own, whereas the PDK seemed to be able to read my mind. Incredible! It allowed me to focus entirely on the track. About halfway through the session, Axel asked me if I wanted to try the off-road circuit. No way!! I was having too much intensive fun to stop and so we continued for another 15-20 minutes. Then I felt that I was reaching my limit. Some unforced errors occurred and I was losing focus at times. At one point, there was an unfortunate fatality on the track. A local bird decided to "J-fly" in front of me at just the wrong time. Axel said it wasn't the first, nor would it be the last. It was time for me to come in.

Driving the track was awesome and I needed some time to come back to earth. What better way than to enjoy a fabulous meal. Axel lead us upstairs and I told him that he was probably a bit bored with me in tow however he was gracious and complimented my driving. The three-course lunch presentation was



The restoration of Saxony's largest church organ, in Leipzig's St. Nicholas Church was made possible by generous support from Porsche.

amazing and the service was impeccable. We sat near the windows overlooking the track and as we ate we watched the 918 Spyder turning laps – camera at the ready. Afterward lunch we spent time admiring the historic car display, including two Carrera GT's with and without body panels.

No visit to Porsche Leipzig would be complete without time in the Porsche Design Store. Gosh, there was a lot of great stuff calling out to me. Temptation was running rampant, but I managed to break free with just one pair of Porsche driving gloves (red, of course).

That day, which started at Porsche Leipzig, ended at the St. Nicholas Church for a delightful concert of Bach's music, followed by an after party featuring "imported" Bavarian beer, to celebrate another triumphal performance by Tafelmusik. The day was absolute perfection.

Life does not get any sweeter than this. All we need do is to experience it 'in the moment' and to appreciate our great fortune.

Note: Porsche has produced a video, called "Porsche Leipzig. More emotions per hour", which captures the spirit of our day at the facility. It can be found at www.porsche-leipzig.com. All the details of how you can Discover Porsche Leipzig, along with their other programs, are available at that site which contains a wealth of information and pictures.



Carrera GT's with and without the body panels.



PORSCHE CLUB OF AMERICA

UCR SKI DAY

Friday, March 4th, 2016
Osler Bluffs Ski Club, Collingwood

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For details and to register.
Contact Don Lewtas, donald@donlewtas.net
Or Register Direct: <https://clubregistration.net>

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A HIGH NOTE

Singer Automotive Launch at Pfaff Automotive

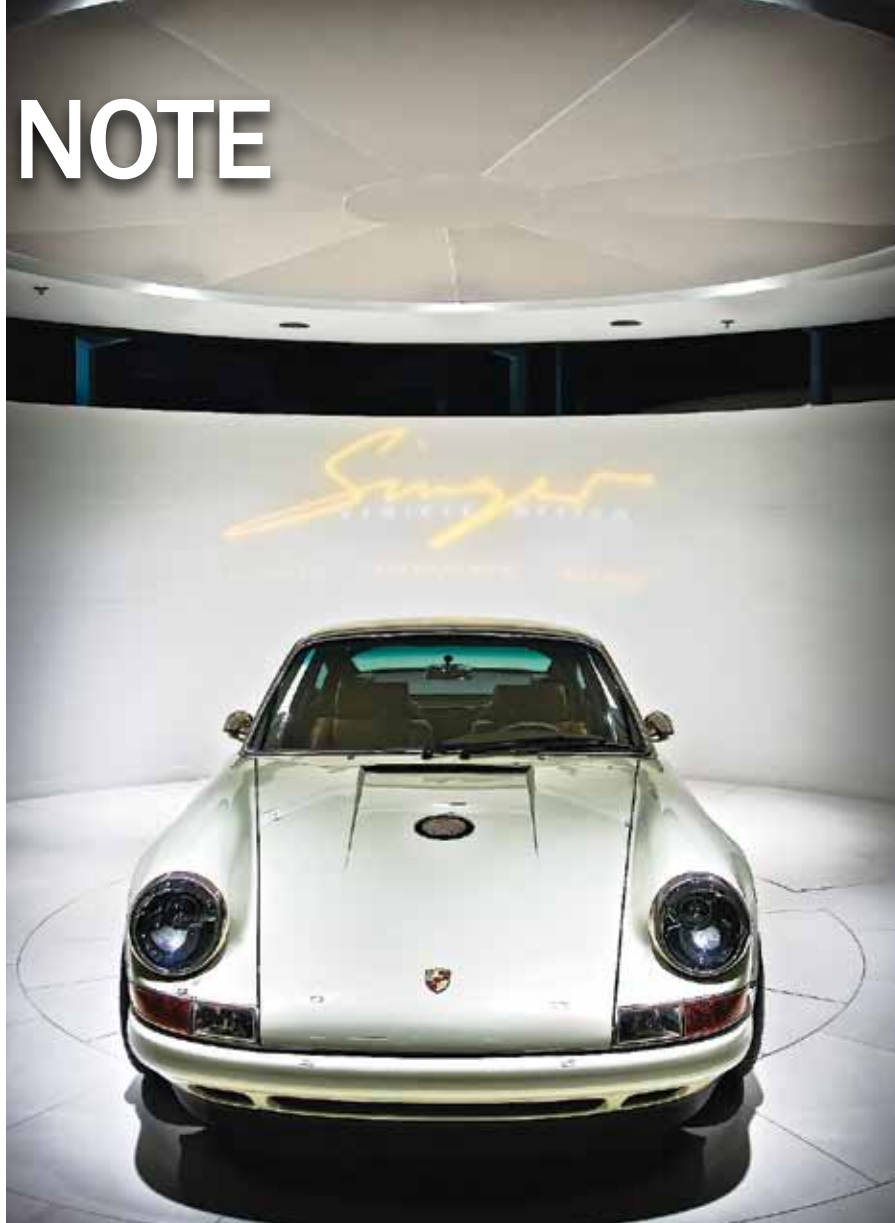
By Eshel Zweig, Contributing Photographer & UCR Member

Automotive forums are a wonderful resource for any gear head, irrespective of the brand. For example, I found someone to appraise my Porsche, an insurance company that quotes proper coverage, got advice on repairs, and upgrades. On a recent Canadian Rennlist thread, one of the members posted the upcoming Singer Automotive launch party and guest list at Pfaff Porsche. I took note of the date and time and showed up. Being the former photo editor for *Provinz* magazine, it was great to meet some familiar faces and cover the Launch.

Founded in 2009, Singer Vehicle Design's vision is to take a customer's existing 964 model Porsche 911

(from 1990-1994) and perform both restorative work and cutting edge modifications to update the cars' performance, aesthetics and modern day use and ability in an attempt to optimize its strengths, while preserving the essence of the original. The restoration has one goal. Preserve a timeless air-cooled Porsche 911. The renewal process, a work of pure craftsmanship, takes more than 4,000 hours to complete.

"Our company's heritage is based on utilizing the ultimate in automotive design, engineering and industry standards to meet and exceed the vision of our fine clientele," said Rob Dickinson, creator and founder of Singer. "We're looking forward to partnering with



Chris Pfaff announcing the partnership with Singer



(Above) Rob Dickinson, Owner of Singer, signing autographs

Pfaff Automotive to extend our passion throughout the Canadian market and share our love for the 911 with their own clientele."

Having seen the cars first hand, all I can say is Wow! Bespoke Air-cooled brilliance for people that enjoy three pedals of driving perfection. I hope the pictures convey the emotion and beauty of these rare and magnificent cars. Singer vehicles must be seen to be fully appreciated!



Photos continued on page 26...



Rob Dickinson addressing the invited guests



Pfaff's Singer Management Team From Left to Right: Laurance Yap, Chris Green, Chris Pfaff, Jimmy Vervitas



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FAST



Photo by Michael A. Coates

TREASURER'S TREASURE

By Michael Pohlmann, Treasurer, Upper Canada Region

I used to say that I never win anything. In February 2015 I saw the PCA announcement for a lottery for the right to purchase 1 of 59 PCA 60th Anniversary 911's. I quickly entered the contest for a laugh; never thinking my luck would continue. Given the odds of being one of the 59 chosen out of the thousands of PCA members that entered, I put the thought to the back of my mind and forgot about it.

Like most smartphone users I normally check my daily emails on a regular basis, but on March 23, 2015 I did not. It was my Mother's 83rd birthday and we had made plans to go for dinner. Later that evening when Veronica and I got home we turned on the TV to watch Anthony Bourdain and I started to relax and review the day's emails on my iPad. To my amazement there was an email at 4:52 pm from Vu Nguyen at PCA headquarters stating "Congratulations, you are 1 of 59 lucky members to have the opportunity to purchase the 60th Anniversary 911 GTS Club Coupe! You have 48 hours to confirm your interest...". At first I was in disbelief thinking it must be a joke or scam, but soon realized it was true. Again, my good luck came through, and on my Mother's birthday!

After the shock had dissipated I asked Veronica "what do I do now?" She responded "you only live once so go for it babe". Right answer!!! So right away I made a late call to one of my best friends and he confirmed

that it's a great opportunity so get it. The next morning, after a lack of sleep, I reached out to Jeff Pabst (Pfaff Autoworks), Bruce Farrow (Appraiser) and Botho von Bose (former UCR President and current owner of a 50th Anniversary Club Coupe) and all confirmed that I could not lose buying the car. This then confirmed my own thoughts and I faxed my form back to PCA and received a confirmation a short time later. Now I really got excited, my first new Porsche...and a very special one at that!

As part of my confirmation I had to advise which dealer I would be ordering the car through and the name of the salesman. I chose Tom Neumann at Pfaff Porsche. I had met Tom years ago in Newmarket and had hit it off with him and loved the fact he was a German car guy like I am. Tom and Pfaff were thrilled to be able to deliver the Club Coupe, having found out that mine was one of only two in Canada (the other also in the GTA).

In addition to the "Club Coupe" package, additional options were available. Given the many classic touches on the Club Coupe like the Fuchs wheels, rear duck tail spoiler and black trim, I wanted to choose exterior options that would continue this theme and mirror those on my classic 1989 911 Carrera Coupe 3.2. These options included a metal sunroof in body colour (versus a black glass roof) and the iconic 911 rear wiper. For interior options I chose the Bose audio package, heated front seats,

smoking package (I don't smoke but the package includes a 12V outlet and a hinged cover over the small storage pocket, no charge), luggage net passenger footwell (no charge) and ParkAssist (front and rear) with backup camera. To make the car even more unique and add to its future collectability I opted for the 7-speed manual transmission. The Club Coupe with the manual transmission represents the end of an era as the last generation of normally aspirated "normal" (i.e. non GT3) 911's.

Production of the 2016 Club Coupes started at the beginning of June 2015 and finished near the end of October 2015. The cars were sporadically built on the regular 911 production line with monthly build totals ranging from 4 units to 20 units. My Club Coupe came off the production line in Stuttgart-Zuffenhausen on September 14th. I was hoping to see the car when I was at the factory on September 22nd but it had already been delivered to a cargo ship in northern Germany for its trip to Halifax.

I took delivery of the car on October 30th and due to a hectic business travel schedule to western Canada I was not able to drive it more than 200 kms in total since delivery. I then tucked it away for the winter but it



Photo by Michael Pohlmann

did come out for a couple of days for the UCR Social at Pfaff Porsche on December 8th. I would like to thank everyone at Pfaff Porsche, especially Tom Neumann, Alex Krigos and Laurance Yap for holding such a great "unveiling" event and for transporting the car to and from the event.

Veronica and I are looking forward to driving the car this year on many Fun Runs and to Porsche Parade at Jay Peak Vermont.



Photo by Michael A. Coates



Photos by Michael Pohlmann



SHIFT INTO SPRING

May 1st
is UCR's
Annual
Open
House



By Gary Beutler, UCR Member, Photos by Michael A. Coates, UCR Club Photographer

It's nearly spring and it's time to get ready for the Porsche Club of America, Upper Canada Region's big spring indoor event: Shift into Spring (our annual Open House)!

What is it? It's an early spring opportunity to pull off the wraps, bring out your Porsche and join fellow members to learn about all the UCR Events and Activities planned for the season. Find out from the event chairs about Autocross, Club Race, Concours d'Elegance, Driver Education, Driven to Smile, Driving Tours, Fun Runs, Rallies, Introductory Driving School, Socials (monthly), Street Survival School, Targa, and more.

What else is there? Well, there is a Show 'N' Shine Event – you can enter your car or just admire all those other beauties.

There will be Vendor Tables – Service providers and supporters of the Porsche Club will be displaying, selling and offering advice on tires, tuning kits, polishes, accessories.

And if you're looking for parts or have some you want

to swap or sell, there'll be Parts Swap/Trade Tables to browse through.

It will be a great chance to visit the UCR Goodie Store, and buy some branded clothing (with PCA-UCR logos) and accessories for the driving season.

All this is taking place at one of Toronto's top collision repair facilities – 427 Auto Collision is a Porsche Certified Collision Centre with 79,000 sq. ft. of ample space. Our gracious hosts will be firing up the barbecue to make sure you don't go hungry and they will be donating the proceeds to their favourite charity.

We've been buried in snow and huddled for warmth long enough. Come on out and enjoy all that your club has to offer as we finally Shift into Spring!

Please email Gregory Sachs at openhouse@pcaucr.org if you are looking for more information.

2016 Open House Team:

Gregory Sachs – Chair openhouse@pcaucr.org

Peter Helston – Vendor Recruitment

Kathleen Wong – Consultant



Date: Sunday May 1st, 2016
Time: 10:00 am – 3:00 pm
Location: 427 Auto Collision
395 Evans Avenue
(Evans & Kipling, east of 427),
Toronto
Cost: Free admission



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WINTER DRIVING DIARIES 2015/16 SEASON



By Andrew Combes – UCR Member

So finally, winter may be upon us. For the hardy souls of UCR, the very mild fall and early-winter have permitted us to extend our passion for driving our Porsches well beyond the normal salt-free months. I should imagine that the folks running the excellent Camp4 are wondering where they can import sufficient snow and ice from to enable that particular distraction to go ahead!

Regular readers of my column may have noticed there has been a bit of a hiatus—I dealt with some family issues that kept me away from the track for the bulk of the season this year. I am, however, now back to full engagement with the club and the track side of our endeavours and am glad to report that our excellent new editor at *Provinz* has allowed me to stay on the “payroll”. Thank you Randy—and of course thanks to Emily who did such a wonderful job over the past few years.

At the time of writing, I have not yet departed the Great White North for the palm tree belt although my Cayman track car Martini was shipped down a couple of months back. Now that she’s a fully-fledged track-only car, that was

a more interesting exercise than in years past. Regulars will know I have written before on the various ways to get a car to Florida for the winter season—and the pros and cons of each. It becomes a little more fraught when your car has a ground clearance that will scalp a soldier ant with the front splitter—loading such a vehicle can be problematic. Add to that another layer of bureaucracy if the vehicle is not plated and licensed for the road.

I solved the ground clearance problem by engaging the good folks at TFX International to undertake the transport. This Toronto-based company boasts a fleet of very smart enclosed tractor-trailers and is very experienced in handling all types of exotic vehicles including motorcycles and race cars. Located close to Pearson Airport, they are very well located for most UCR members. I towed Martini down to them in my enclosed trailer and was helped with unloading by a very helpful gentleman who turned out to be Wally Horodnyk, the owner of the company! He spotted the sets of spare wheels and tires in my trailer and asked if I wanted them delivered to Sebring with the car. I had not been offered this opportunity before and accepted straight away—no doubt my Border Collie Ben will appreciate not having that little lot riding with him in the minivan when we drive to Florida in early January. The wheels were promptly loaded onto a pallet and wrapped and are now waiting for me at Sick Sideways, the race shop I use in Sebring for winter storage and prep.

TFX had advised that it is far easier to cross the US border with a car that is fully road legal. Martini is still plated, insured and licensed, so I avoided any issues there and will continue to do so for the next three years. At that point, she’ll need an emissions test and a whole new chapter will open, I’m sure.

Martini herself took part in just three DE events this summer and fall but ran very well and without



major issues... if one doesn’t count the dreaded “ice pedal” for which so many track Caymans are notorious. That is when the car’s computer is confused—generally after a bumpy section or a foray onto the turtles—and initiates “ice” braking mode. It presents as a rock-hard brake pedal that gives no more than 10% of braking force, no matter how hard one presses the pedal. At CTMP, it tends to raise its ugly head at the braking zone for 5A—not an ideal situation as Martini will generally be travelling at 110–120mph. The only fix is to back off the brake for a split second to allow the computer to reset and then reapply pressure. That split second can seem like an eternity! Many track-prepped Caymans exhibit this trait and it appears the only permanent fix is to fit an aftermarket stand-alone ABS computer. Not a cheap and easy prospect, but I think it is something I will need to do, and sooner rather than later.

Seat time is, as we all know, crucial to maintaining the skills we learn from our track time during the season. For me, the long winter without that invaluable time on track most certainly leads to “ring rust”. Getting back behind the wheel after a lengthy break can be a steep learning curve all over again. Which is why, a few weeks ago, I arranged for fellow UCR Cayman enthusiast Chris Bourdos and CTMP-regular Brandon Comella from NNJR to try a race simulator. None of us had any experience at video or online racing but had heard great things about the full motion simulators often used by professional drivers to aid with learning a new track or in helping set up a race car. A call to Ilker Starck at Sports Car Boutique in Toronto soon had us set up for an entire afternoon on their Simcraft Apex racing simulator.

The Apex is not exactly an average set of pedals and steering wheel, such as are often employed in home iRacing setups. It is a serious and seriously expensive piece of kit that can provide full motion in three planes (roll, yaw and pitch) to the Recaro seat that’s mounted inside a fully-welded chromoly chassis. The view from the cockpit is provided by three high-resolution LCD screens and all controls are adjustable by the driver. A 5.1 surround sound system completes the picture.

The Apex was set up in iRacing mode for us with a full race BMW Z4 GT3 as the car and the track was, at our request, CTMP. At first, we sucked. So badly in fact that it was quite a while before any of us recorded a lap time—we simply found that we could not complete a lap without crashing! Each of us has literally hundreds if not thousands of laps under our belt at that track and we all run in the Black group. None of us has ever crashed and yet here we were being made to look foolish by a bunch of electronic wizardry, humiliating! Now, I can tell you that the BMW was extremely twitchy, the steering very sensitive, and the power delivery and amount of torque astonishing—but none of that really explains why we were quite so incompetent. After all, just before strapping in, we had witnessed Nathan Kelly of SCB deliver a blistering lap in the very same car, so it is possible. Slowly, very slowly we began to master



the beast and after two and a half hours, Brandon was consistently putting down some respectable lap times. Chris and I struggled but did improve.

Before our three hours was up, we all decided to call it a day, not least because we all felt somewhat motion sick! That, we decided, was due to the strange effects that you experience when standing next to the Apex, watching all the visual clues of motion while actually remaining physically motionless. Our collective opinion, thrashed out over dinner and a few cold ones later that evening, was that while good, the system did not fully replicate the full experience. In particular, we felt the lack of fore and aft pitch motion on the SCB unit meant that we found it difficult to judge speeds—and in particular rates of deceleration under braking.

And then a strange thing happened. A few days later, I returned to SCB with a friend who has never driven on-track but does have a lot of video racing experience. Using exactly the same set up, he mastered the sensitive steering in just five laps and then proceeded to lay down fast and very smooth laps. After a half hour, he had beaten Brandon’s previous fastest time of the day by no less than 5.5 seconds, an extraordinary result.

And then an even stranger thing happened. Ilker thought I’d find another sim, R-Factor, to be more realistic—he uses it for practising new tracks and says that it mimics to perfection the set up and feel of his Cup car. While the track remained the same, the car this time was a Ferrari 458 Challenge. The graphics were not so good—but oh boy, it was an entirely different experience! Even with a less than perfectly dialed-in car, I felt completely at home—it was just like the real thing and the mid-engined 458 did exactly what I expected it to do. Now the tables were turned as I banged out lap times far better than those of my video-racing friend.

So would I use the Apex on a regular basis? You bet, but only with R-Factor or R-Factor 2. With that setup, you have a totally engaging and fully immersive experience that can doubtless keep the ring rust at bay.

Next month, I will report on the PBOC Winterfest at Sebring and my first Chin Motorsports event of 2016.

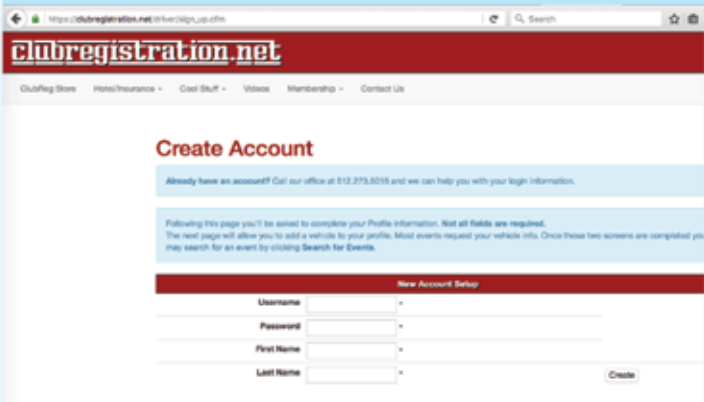


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TRACKTALK



Photo by 303 Imaging



By Dave Osborne, UCR Track Chair

I'm willing to admit that I'm a little opinionated when it comes to Porsche models. I've always believed that specialty companies like Porsche should remain specialty companies and leave the giant corporations to produce several models for every position in the market. The reality in today's marketplace is that if you don't compete almost everywhere, then the economy of scale is lost and the niche companies just get swallowed up. I was one of the unwashed hoards who complained every time the company moved away from its racecar heritage. I thought building SUV's and four door sedans heralded the end of times for my favorite brand. Now a little blue book has proven me wrong.

Most of us know who Kelley Blue Book is. It's a company that tracks the valuation of every model of car known to man and publishes a monthly listing for car dealers and banks. Because these numbers are based on actual sales and not my personal opinion, it shows a very different result in the market place. True value is what people are actually willing to pay for a used car regardless of its appeal as a track car. Porsche scores highest in the most unlikely places on that list. The highest resale value (by percentage of original purchase price) is held by the Porsche Panamera as the Best High End Luxury Car. The Best Luxury Compact SUV/Crossover is the Porsche Macan and the second place Best Plug-In is the Cayenne S Hybrid. The only place I'm redeemed is the runner

up for the Best Sports Car that goes to the Cayman. Now that's a great track car that also holds its value. I can't be wrong all the time.

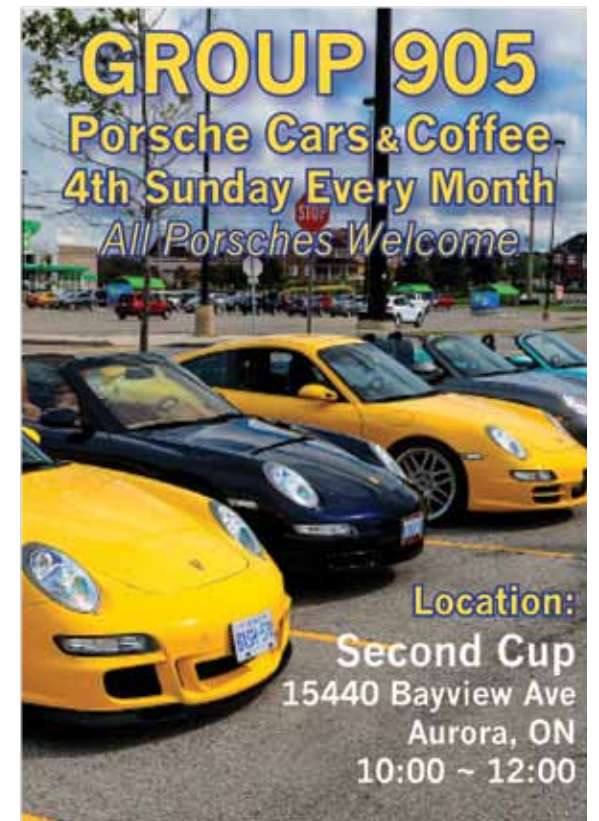
Now that the DE registration is open and filling up rapidly, I wanted to remind those who wish to take part this year that the Introductory Driving School (IDS) is mandatory for those joining us on track. There are two dates in April and one in August for those joining us later in the season. The school is held at the Driver Development Track and is a day of fun, spent learning a higher level of car control in a safe environment. Those April IDS dates fill up fast, so don't miss out on all the fun. Once you've signed up for IDS you can also sign up for any of the DE weekends you would like to attend and your place will be held for you until you've completed the school. We run pretty close to capacity for the first few events of the year, so reserve your spot soon.

Occasionally I'll see a used Porsche for sale and the advertisement actually says, "never been tracked." I have to tell you that I almost laugh every time I see it. For some reason the person placing the ad thinks that tracking a car must be bad for it. Nothing could be further from the truth. A Porsche is designed to be driven well and fully enjoyed, not sit around making other people envious. This is what the owner of that "never been tracked" car is actually saying; they are saying that their brake fluid hasn't been changed annually, they are saying that there may be less than

50% of the brake pads remaining, they are saying that their car hasn't been mechanically inspected on a monthly basis, they are saying that their tires are probably older and less efficient, they are saying that they probably don't know how to drive it properly and that most of its weaknesses have been saved for you to pay for later. There are almost as many 80's cars at the track as there are new ones. If it hasn't hurt my car after 30 years, then how can it be bad for yours?

Soon another track season will be upon us. I hope you come out and enjoy your car and all of the amazing people you will meet through the Driver Education program.

Dave



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THE PORSCHEPHILE

Just What The Doctor Ordered – Jeff Malicki

Photos and Story by Jeff Malicki, UCR Member

“It’s not my fault, honest; I blame my dad for my Porsche affliction.”

Innocently enough, this condition began at a small Volkswagen dealership in Thunder Bay forty-five years ago and still continues unabated today. My dad was the sales manager there and occasionally they would bring in a 914 for the locals to swoon over. Even at the age of six, I remember the “virus” entering my body and attaching itself to my heart. The symptoms progressively got worse from there – Hot Wheels, models, posters, books, brochures, mugs, shirts, key chains, school assignments, etc. As the teenage years developed, my best friend of Italian heritage and I would cycle through the city admiring people’s marquee cars such as the 911 Turbo, Testarossa and Countach just to name a few. We knew where every exotic resided and debated which car was better. Porsche or Ferrari? We respected each other’s opinions, but oddly enough, his first car was a white 914.

One evening, as I was packing my hockey bag, Dad called down to inform me that I was going to the arena in a special car. Being a salesman’s son, my dad had the choice of decent cars so his announcement didn’t faze

me too deeply. Believing it might be a GTI or Scirocco, I couldn’t believe my eyes when I saw a Guards Red 924 sitting in the driveway. To a 12-year old kid addicted to Porsches, this was a huge deal. Being competitive and usually focused on the ice, the only thing I could concentrate on during the game was getting back into that car for another ride.

My ultimate experience as a young adult came when my dad brought home a 911 Turbo, my dream car. Remembering the clean, muscular and timeless lines as well as the performance and sound of Porsche’s halo car’s engine almost put me into nirvana. Would there ever be a cure?

My first car? No, not a Porsche, but that’s what I named her. The free gift from my grandfather’s brother, which I graciously accepted, was the keys to my “two toned Porsche” – a 1974 Mercury Comet!

Well, the years passed by and reality set in with a mortgage, family and other commitments, but the flame still burned for a car out of Zuffenhausen. I owned some memorable German machinery such as a ’79 GTI, ’90 Corrado, ’94 Corrado, ’02 Passat and ’12 GTI, just not a Porsche. When would I finally get the car of my dreams?

The year my wife and I bought a dog, we debated what to call her. After several days of exchanging possible names, the right one came along as if the proverbial light bulb was switched on inside of our heads. Having some friends over one evening, I jokingly mentioned that we had just bought a one year old white “Porscha”. One of our friends was amazed that we could afford such a car on our modest salary. We had a good laugh when our Bichon walked in at the perfect moment and

our friend realized that we had named our dog Porscha.

Life can be really cruel sometimes like when my uncle, who I was very close to, passed away suddenly just a few years ago. Such things make you realize how short life can be and how you have to make the best of each day. Don’t get me wrong, I don’t mean going out and doing irresponsible or egotistical things, but rather appreciating what you have and being thankful.

Having an understanding wife certainly helps and it was with excitement when I got the go-ahead to purchase the car I’ve always desired. With champagne tastes on a beer budget, the choice was daunting. Would it be an older 911, 914, 928, 968 or other?

Recalling an interesting article in Automobile Magazine some years back, in which they were testing a Cobalt blue 968, I decided that this would be the Porsche for me. Tried and true engine, sleek design, perfect 50-50 balance, reliable and economical, my mind was set on a 6-speed 1995 Guards red 968.

Finding one proved difficult. A few weeks had passed when the exact car came up for sale on Autotrader! Realizing that it was only a two-hour drive from our home in Chatham, my heart began to palpitate. Through correspondence, I learned that it was originally a Florida car, then sold to a fellow in Michigan and finally to an engineer in Brantford. The attached photos of the car were taken on my birthday, a birthday that I in fact shared with my previously mentioned uncle who passed. If that’s not fate, I don’t know what is.

Now you have to realize how excited I was to see this car, the make I’d dreamed of for many years. As we approached the owner’s house, the 968 gleamed like a menacing shark. Although I had done my research and prepped myself to be unemotional and ask all of the proper questions, I was sold hook, line and sinker.

After four enjoyable years of ownership, I don’t regret the purchase one iota. I’ve entered a few local car shows, but I prefer and enjoy the camaraderie of PCA sanctioned rallies and events with other proud Porsche-philes.

I thank my dad for introducing a brand of car that has brought much happiness to my life. May you also find satisfaction in your life like I have, whether it’s through family, friends, health or simply through a timeless piece of machinery; my Porsche. For me to be cured of my affliction, this was just what the doctor ordered. 🌀



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1976-2016 Reflections on Turning 40

By Walter Murray, Past President, 2013, 2014

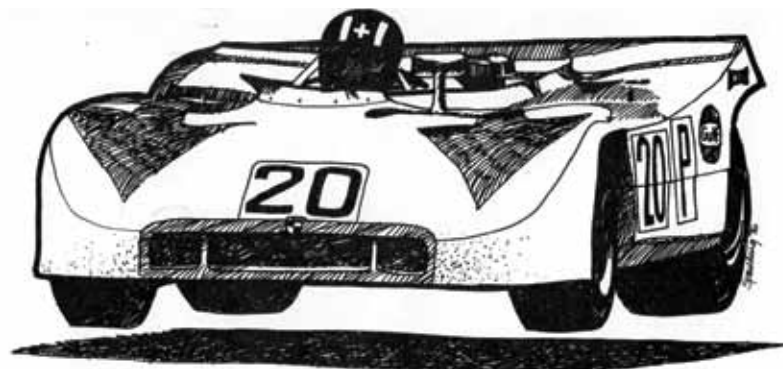


Illustration courtesy of PCA graphics department

July 21, 1976: Porsche Club of America grants a Charter to create "PCA, UPPER CANADA REGION"

Who, 40 years ago, would have thought that Upper Canada Region might one day have 3,816 members—or that it might ever become the largest Region in all of PCA? Or that PCA itself might grow to 144 Regions, have 116,000 plus members, and be recognized as the largest private car club in the World?

Wow!

To celebrate this great 40th anniversary milestone, we are asking past presidents to share their stories of their time in Upper Canada Region. As immediate Past President, I have the honor of leading of the parade. So, where should I start?

I retired from Bay Street in 2005 and moved full-time to Bracebridge in Muskoka. I was on two Corporate Boards and was a typical ClubLink member. My wife Sheila was into dressage riding. Life was good but as the Greek philosopher Heraclitus said, "There is nothing permanent except change."

And change arrived in the form of me wanting to buy a convertible sports car. So in 2008, after much research, I selected a Boxster. As my salesman said, there is a Porsche car club you can research online...

Now I had discovered a new activity in life—PCA UCR offered all sorts of interesting programs from Fun Runs, Rallies, Autocross, Socials, Concours (how do they get their cars so clean?) and Driver Education. Having always enjoyed high-speed driving, this became my key focus. Our program has great instructors and with the benefit of their expertise, I improved my track skills and moved up the levels. In 2013, I had the honour of being selected as an instructor and it has been very rewarding giving back to others. I set the objective to drive every major track in North America and am now up to 16 including Laguna Seca in California, Sebring in Florida, Watkins Glen in New York, and many in between. And of course,

the best one around – Canadian Tire Motorsports Park – our home track and fastest in North America.

Sheila and I became more involved in UCR. We attended Socials, participated in Fun Runs, organized Targa Muskoka, and went to our first Parade in Traverse City, Michigan, and to last year's in French Lick, Indiana. While there, we took the opportunity to drive to the Blue Ridge Mountains and go run the famous "Tail of the Dragon". It has 318 turns in 11 miles. My 2012 Turbo S ate it up! The road is built for Porsches and motorbikes.

Yes, we embraced UCR with open arms and loved all activities. The people are great and as they say, "It's not just the cars, it's the people". In 2010, I was asked to join the board as a director and another journey began. As you might expect, a large club has many activities and history and it took time to learn its inner workings. After three years as a director, I was elected president in 2013 and 2014—we are restricted to a max of two years. I was surrounded by a first-class team of directors, event chairs, *Provinz* editors, webmasters and volunteers. We have won many awards over the years—Absolute Growth several times, Betty Joe Turner Award for *Provinz*, Magazine of the Year and best website a number of times, and Region of the Year three times. A tremendous history and tradition! So when we won Region of The Year for the third time (for 2014), I felt so very proud of the great team that had worked tirelessly every day to make UCR what it has become today.

I could good go and regale you with many other experiences but you would be correct in concluding the past eight years as member of Upper Canada Region has been a wonderful experience. Thank you to all who make it happen. I have been honoured to work with you.

As they say, "Life begins at 40"!



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PERIPHERAL VISION

By John Adam, UCR Historian



In the middle of winter, when the wind is howling, it's nice to think about summer and Parade. A winter's dream? Not really—it will soon be time to book our events.

Panorama carries the registration details for Parade 2016. Remember, Parade Registration must be completed online, starting April 4th. Be ready, as there is always a limited capacity. Anyway, it's planning time and we'll need to arrive at Jay Peak Resort in time for the events, starting Sunday, June 19th.

If you want to join us for any part of the fun, we'd be happy to have you along for the ride. Put it on your 2016 calendar! We had a great time when it was in Michigan a few years ago because so many from UCR attended. It's not going to be quite as convenient for us UCR members this time around, but still, it is not too bad—just a long day's drive.

Speaking of drives, the eastern edition of PCA Tech Tactics is to be held February 27–28 at the Porsche Cars North America Training facility in Easton, PA. That's about three hours south of Syracuse, NY, and a 700km drive from Toronto (each way). It used to be a Zone 1 weekend in Connecticut. It's more technical and less social than it used to be, but it's a great winter event for those who are technically inclined. See pca.org's "Events" section for more info.

A past favourite is coming up again May 26–29, with PCA Vancouver Island Region (VIRPCA) at Black Rock Oceanfront Resort in Ucluelet, BC. We've had great fun with VIRPCA in past years and their event sells out in a matter of a day. If you want to explore Vancouver Island, this is a great way to do it. Booking details here: <http://virpca.org/br2016>.

Canada's biggest sports car race of the year returns to CTMP July 7–10. Though nothing is official at the moment, there should be a Porscheplatz, as usual.

When you stop and think about the benefits of belonging to PCA, you realize time after time that "it's not just the cars, it's the people". So often they come to your rescue when you're in need of help. Many throw themselves into the effort of making the club truly worthwhile for all. On the other hand, some join, stay a while and then drop out—nothing here for them. They just didn't bother getting involved?

New people bring fresh ideas. Recycled old hands bring experience and stability. Which way is better? Your new board is on the job and we have some of each. We're looking forward to a great year!



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Would you like to share the story of your car? Do you know someone with an interesting Porsche? Provinz is looking for cars to profile. Every month we'll have a different car in these pages, highlighting our members' unique Porsches, why they love them and what they've done to them.

It's easy to get involved—just drop me a note at rdganathan@gmail.com and tell me about the car you have in mind. I look forward to hearing from you!

Randy Gananathan
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