

# provinz

THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA • VOL.41 No.406



**JANUARY 2017**  
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## THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA

Volume 41, Issue Number 406 • January 2017



## CONTENTS

### IN EVERY ISSUE

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

### PARTICIPATIONS

Introducing our new treasurer, Terrence Tong	9
Introducing our new ad manager, Elliot Alder	10
Ski Day 2017	10
2017 Concours d'Elegance	11
Social Events	12

### CONTRIBUTIONS

October Social Report	13
Unwanted: The Horst Kroll Cars Part IV	14
Porsche Strengthens Factory Driver Line Up	18
Porsche Racing Plans and New LA Facility	24
Port to Port to Port	30
2016 Smoky Mountain Tour, Take II	34
The Sound of Porsches Tour	40

### DATA

UCR Contacts	44
Tech Centres	45
Ad Index	46



**Cover:** RSR Cockpit photo courtesy of Porsche Cars, Ltd. See story on page 24.



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# PRESIDENT'S FORUM



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

## Happy New Year! Wishing you and your family a healthy, happy and prosperous 2017

**U**CR is in full swing planning our 2017 calendar of events (P6) as I write, starting with the Open House or "Shift into Spring" that kicks off the driving season on Sunday, April 30 at 427 Auto Collision. Driving and social events are aplenty at UCR throughout the year with two-day Driver Education (DE) events every month from May to October at Canadian Tire Motorsport Park (CTMP, aka Mosport) and other non-track driving events. Everyone can participate in fun runs and members who are interested in track events and our DE program must first sign up for prerequisite training at our Introductory Driving School (IDS) scheduled for Saturday, April 15 or April 29. Our Driven2Smile event will take place at CTMP on Friday June 2, followed by a two-day DE event. Before the start of our driving season, we have a Ski Day on Friday, March 3 and monthly So-cials every second Tuesday.

We will be filling our calendar with Autocross, Concours/Picnic, Fun Runs, Rambles, Rally, Socials, Street Survival School, Tech Sessions, Tours, and more as the year unfolds. If you are interested in becoming a Fun Run host, please contact Fun Run co-chairs: Jason Figueiredo, Peter Hoffman or Cynthia Wong. If you'd like to volunteer for the Concours/Picnic, please contact Concours chair Randy Gananathan.

We host our annual Can/Am Challenge PCA Club Race August 4 – 6 at CTMP with a Test and Tune Day on Thursday, August 3. We have added the Cayman GT4 Clubsport Trophy East series to our race schedule and this will mark the series' inaugural race in Canada. Even if you are not a racer, you can experience the thrills of PCA Club Racing by volunteering for the event or simply attending as a spectator. Please contact Terry Cassan or Walter Murray (Club Race co-chairs) or Neil Dowdell (volunteer captain).

UCR has two registration websites, each with its own username and password. This could be somewhat confusing and the easy way to differentiate them is to think 1) TRACK and 2) ALL OTHER.

For TRACK event registrations (IDS and DE) go to <https://reg.pcaucr.org/> then log in and book your

participation. New users must create an account first by filling in their member information. These events fill up really fast so do it as early as possible. Registration opens at 00:00 (technically, just after midnight December 31st) on January 1, 2017.

For All OTHER event registrations, (Concours/Picnic, Socials, Fun Runs, Rally, Rambles and Tours) go to <https://clubregistration.net/> then log in and book your participation. Again, new users, must create an account first by filling in their member information. These events open for registration 60 days before an event and UCR has a two-week NO REFUND policy for cancellations. Many events are free!

On December 9, 2016, the UCR Board approved the appointment of Terrence Tong, a CPA/CA, as UCR Treasurer.

Porsche sold a record breaking 6,511 new vehicles in Canada during the first 11 months of 2016, an increase of 9.2% over last year. Their strong growth is fuelled by sales of Cayenne and Macan SUVs. UCR welcomes all Porsche owners to join and participate in club activities so if you have never been to any UCR event, please plan to attend, meet others with similar interests and discover a whole new world of experiences that go beyond the usual commute or utility of the ownership of a Porsche.

In 2017, Porsche Cars Canada will open its new national headquarters at the northeast corner of Highways 404 and 401, at 175 Yorkland Boulevard in North York. Pfaff Porsche is opening a 100,000 sq. ft. landmark facility at 105 Four Valley Road off Highway 400 in Vaughan. Both venues are planning to host grand opening events for UCR members. Stay tuned!

Drive safely, enjoy and promote the Porsche brand, PCA and UCR!

*Kathleen*



## SUBMISSIONS

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

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

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JANUARY 2017

# DRIVER'S SEAT



Randy D. Gananathan, Editor

**W**elcome to 2017! January kicks off the racing season, and first up is the

Rolex 24 at Daytona on the 28–29th. This year's event will be special for Porsche fans as both the new 911 RSR (whose cockpit is featured on this month's cover) and the new 911 GT3 R will make their racing debuts.

Daytona is followed by the 24th Annual 48 Hours at Sebring from February 2nd to 5th that is not open to the public and is exclusively for PCA members and invited guests.

Both of these races and another very special one led us to feature racing in this issue. Two articles, the first on P18, explain how Porsche has strengthened its racing lineup, and continuing on P24 is more Porsche Racing info with how junior drivers are moving up in rank. Here, we introduce Porsche's newest LA Motorsports facility which should be added to your bucket list of places to visit.

UCR has chosen Simeon Park in Gormley for its 2017 Concours d'Elegance and Picnic. Easily accessible off Highway 404, this private park is the perfect location for the Labour Day Weekend event.

The Port To Port To Port Fun Run ending our 2016 driving season is featured on P30, and a second look from a different perspective of the Annual Smoky Mountain Fun Fun on P34 gives us all the more reason to book this event as soon as Registration opens. Sound of Porsches, P40, provides details about that special track for that very exclusive race that has now been set up for the second year for 12 cars to run in true original racing style, with minimal rules!

Register for all UCR events in 2017 via [clubregistration.net](http://clubregistration.net)

*Randy*

Write to me about everything: [editor@pcaucr.org](mailto:editor@pcaucr.org)



The Journal of Upper Canada Region

# CALENDAR OF UCR EVENTS

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
	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	Sat	Driver Education CTMP
	7	Sun	
	9	Tue	Social - UCR Business Meeting
	19	Fri	Frank Lloyd Wright
	21	Sun	Fallingwater Tour, PA, USA
Jun	2	Fri	Driven 2 Smile & Red and Black Run Groups - CTMP
	3	Sat	Driver Education CTMP
	4	Sun	
	6	Tue	Board Meeting
	13	Tue	Social
	17	Sat	Bear Manor Niagara Escarpment Poker Run
Jul	4	Tue	Board Meeting
	9	Sun	PCA Porsche Parade
	15	Sat	Davenport Hotel Spokane, WA
	11	Tue	Social
	22	Sat	Driver Education CTMP
	23	Sun	

Aug	1	Tue	Board Meeting
	3	Thu	Test and Tune day, CMTTP
	4	Sat	Club Race - Can/Am Challenge
	6	Sun	CTMP
	8	Tue	Social
	26	Sat	Driver Education CTMP
	27	Sun	
Sep	3		UCR Annual Picnic and Concours d'Elegance
	5	Tue	Board Meeting
	12	Tue	Social
	22	Fri	Instructor Day Red Run Group
	23	Sat	Driver Education CTMP
	24	Sun	
	27	Wed	Smoky Mountain Fall Tour
	03	Tue	
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

Calendar Updates: [www.pcaucr.org](http://www.pcaucr.org)

## HAPPY NEW YEAR

# 2017



## THE WAY WE WERE...

### 30 Years Ago

At Gasthaus Schrader, the January social introduced the new club executive. **Joseph Fantl** was president. **Marc Plouffe**, VP. Editor **John Adam**, a close relative, introduced **John Bradshaw** and **Dennis Rak** as feature writers. **Bruce Farrow** wrote about "heel and toe". Mantis Racing became a new advertiser. **Harry Bytzek** joined, as did **Botho von Bose**. The newly expanded Shannonville track was exciting.

### 25 Years Ago

Provinz welcomed a new production team under **David Gaunt**. Gaunt's cover had "Old" **Phil White** standing through the engine bay of his 911. **Howard Dexter's** Off Line column provided a number of Porsche Club related resolutions for the New Year. These could be reprinted. Peripheral Vision made its first appearance. (My gawd, has it actually been 25 years?) President **Clive Van Wert** and his team took up their new executive positions. **Crawford Reid** became DE chair. Autotec D/S became a new advertiser and owner **Dennis Rak** was conducting technical seminars. **David Tennyson** was speaker at the January social.

### 20 Years Ago

**Rainer Beltzner** was new president. Editor was **Karl Thomson**. **Ben Ciantar** wrote a feature about the intro of the Boxster in Japan. **Andy Wright** and **Ian John** were promoting a multi-event weekend at NOTL. **Joel Reiser** became a member. **Tom Brown** and **Ben Ciantar** were running Centennial College courses so that you could "Know Your Porsche".

### 10 Years Ago

President was **Rob Sutherland**. DE Chair **Stan Carmichael** announced that Calabogie was now open and that we would be there July 13-15. **Tyler Comat** wrote about becoming a racer. **Botho von Bose** was the incoming Zone 1 rep. Tuxedos were noteworthy in the Awards Gala photos.

Contributed by **John Adam**, UCR Historian



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NEW MEMBERS...Welcome!

Name	Location	Model	Thanks To
Doug Armstrong	Ennismore	01-911 C4	Hector Rubio
Amin Babul	Vaughan	17-Cayenne	Downtown Porsche
Kristy Bailey	Toronto	17-Cayenne SE	Downtown Porsche
Alison Bell	London	17-Cayenne	Porsche of London
Ewa Bellissimo	Toronto	17-Macan	Downtown Porsche
Paul Bettinger	Kitchener	16-Macan S	Porsche of London
Robert Carley	Campbellville	16-911 C	
George Chang	Toronto	10-911 GT3 RS	
Rafiq Charaniya	Toronto	17-Macan	Downtown Porsche
Fred Dalley	Toronto	17-Macan GTS	Downtown Porsche
Liviu Danescu	Guelph	17-Macan	Downtown Porsche
Robert Goco	Toronto	17-Macan	Downtown Porsche
Len Hruszowy	Toronto	17-Macan	Downtown Porsche
Ebadul Islam	Pickering	14-Cayenne	Downtown Porsche
Adam & Bob Izsak	Burlington	08-911 T	
Boris Jackman	Mississauga	17-Macan	Downtown Porsche
Kerindeep Jaswal	Toronto	17-Cayenne SE	Downtown Porsche
Idan Levy	Toronto	17-Macan	Downtown Porsche
Yanling Liang He	Scarborough	17-Macan	Downtown Porsche
Jie Luo	Toronto	17-Macan	Downtown Porsche
Tammy McBrien	Toronto	07-911 C	Downtown Porsche
Malek Meshki	Hamilton	08-911 C	Downtown Porsche
Jim Middleton	Aurora	17-911 TS	Mark Graham
Elliott & Leah Morgan	Oakville	15-Boxster S	Trf-in from Wild Rose
Munir Nathoo	Markham	12-911 4S	Downtown Porsche
Thu Ha Nguyen	Woodbridge	17-Macan GTS	Downtown Porsche
Xinhua Pei	North York	16-Cayenne S	Downtown Porsche
Peter Peltekoff	Unionville	17-Cayenne	Downtown Porsche
Zhuoyu Qian	Windsor	17-Cayenne	Downtown Porsche
William Scherer	Windsor	17-718 Boxster S	Porsche of London
Hao Zhou Shen	Toronto	16-Cayenne S	Downtown Porsche
Maria Shteiman	Toronto	17-Macan	Downtown Porsche
John Siara	Windsor	17-Cayenne GTS	Porsche of London
Aaron Sue	Markham	17-Cayenne	Downtown Porsche
Richard Waters	Toronto	17-Macan	Downtown Porsche
Suzanne Williamson	London	17-Macan	Porsche of London
Jody Wordsworth	Toronto	17-Macan	Downtown Porsche
Zhongda Xiong	Toronto	17-Cayenne S	Downtown Porsche
Qing Ying Xu	London	16-Cayenne S	Porsche of London



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ANNIVERSARIES...Congrats!

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

### 30 YEARS

Andrew & Brenda Lakerdas  
Ernest & Elizabeth Lechner  
Peter & David Miller

### 20 YEARS

Gary Lounsbury &  
Shirley Block

### 15 YEARS

Allan Beach & Susan Hache  
Robert Donally

### 10 YEARS

Gabriel & David Armstrong  
Marilyn & George Dalbergs  
Brian & Susan Duncan  
Steve Kerr  
Glenn & Melanie MacDonald

### 5 YEARS

Irene Clements  
Derek Derksen & Karey  
Kosatschenko  
Geoff & Anthony Hall  
Phil & Denis Karda  
Ross Mackin

Anthony Mantella  
Doug McKittrick  
Ted Olechna  
Chris Plater  
Timothy Revely  
Douglas Quan  
Thomas Sieger &  
Deb Dolmage  
Chris & Lisa Tanser  
Roderick & Cynthia Young


Primary UCR Members

## 2665

Total UCR Membership

## 3954

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TERRENCE TONG  
2017 UCR Treasurer

By Kathleen Wong, UCR President

Terrence developed a strong interest in cars at an early age. Some of his fondest memories were cruising around in his cousin's 993 Cabriolet, 968 and Subaru Impreza as a kid. He was hooked to the sounds of a boxer engine and Porsche! This explains his early choices, starting off with his first car, a 2002 Subaru Legacy, followed by a 2011 WRX STI as his graduation gift to himself. His craving for powerful boxer engines remained strong, leading him, as many others before, into the world of Porsche. His current pride and joy is *Banana*, a 2001 911 Carrera (996) in Speed Yellow, with nothing short of every single option box checked off, including the full factory aero kit. With his acquisition of *Banana*, Terrence has been a member of PCA UCR since 2015.

After graduating with a BBA from Wilfred Laurier University, Terrence has worked in the field of public accounting, and has since achieved his CPA/CA designation. Currently, he is a Tax Manager at TGC CPA in Oakville, with focus on providing auditing, tax and business advisory services. Terrence's contact info is: 5298 Roadside Way, Mississauga, ON L5M 0H9  
Tel: 416 543-2318  
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# ELLIOT ALDER UCR Advertising Manager

By Randy D. Gananathan, *Provinz* Editor

Elliot has two passions in life that anyone who meets him will quickly become aware of. The complexity of attempting to figure out if cameras or cars take first place is best left to Elliot himself to figure out, but one thing is obvious and that is his deep knowledge of both will bode him well in his new volunteer position as the Advertising Manager of *Provinz*.

Graduating from Wilfred Laurier University with Honours in History with Research Specialization Option in 2016, he conducted research in Istanbul, Beijing, Chongqing, Nanjing, Shanghai, Ottawa and New York. Elliot won several awards including the WLU's Vasha Award, for achievement in History. At WLU, he founded and presided over the International Students Overcoming War Scholarship Fund.

Elliot is an accomplished and hard-core freelance photographer who often shoots on film in this digital era and



processes it in his darkroom at home. He also services antique-to-modern cameras as a hobby and owns a vast array of digital and film equipment. His passion for Porsche culminated with the discovery of a 944 in British Columbia that he flew out to acquire and drove back home. He has logged over 25,000 km since buying the car in 2016.

Elliot can be reached at: [info@elliotalder.com](mailto:info@elliotalder.com)



**PORSCHE CLUB OF AMERICA**  
**UCR SKI DAY**  
Friday, March 3rd, 2017  
Osler Bluffs Ski Club, Collingwood

Highest elevation in the area, High speed lifts, Rental equipment can be arranged, Apres-Ski wine and cheese, Area activities for non-skiers.

For details and to register.  
Go to: <https://clubregistration.net>

**\$80 PER PERSON**

# UCR CONCOURS d'ELEGANCE



## SEPT 3, 2017

By Randy D. Gananathan, Concours Chair

The 2017 UCR Concours d'Elegance will feature Judged and People's Choice categories exclusively for Porsche vehicles. All Porsche owners are welcome. PCA or UCR membership is not mandatory for Concours participation.

- Porsches will be inspected and admitted for Judged Class Entry with a \$20 cash (only) fee per car collected at the gate on event date.
- Porsches for People's Choice –\$5 cash (only) per car to park in Concours field.
- PCA members who pre-register get FREE entry to Simeon Park.
- Save buying food & beverage tickets at the park by using your credit card at pre-registration.
- Food & Beverage tickets can also be purchased for cash on site.

### VENUE:

Simeon Park  
13190 Woodbine Avenue  
Gormley (Whitchurch-Stouffville)  
L0H 1G0

### DIRECTIONS:

Exit Highway 404 at Exit 37 to Stouffville Road  
Go East to Woodbine Avenue  
Turn Left (North) on Woodbine Avenue  
Simeon Park is 3km on left (West) side of Woodbine

### PLANNING MEET:

Sunday, January 22nd, 2017  
10:00 a.m. to 12:00 noon  
Panera Bread  
15610 Bayview Ave, Aurora, ON L4G 6V5  
All Volunteers welcome to attend

### VOLUNTEERS:

Contact Randy Gananathan, Concours Chair  
Email: [rdgananathan@gmail.com](mailto:rdgananathan@gmail.com)  
Phone: 905-780-9670







# 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](http://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/](http://www.pcaucr.org/how-to-register/). If you have any questions, please contact our registrar at [socials@pcaucr.org](mailto:socials@pcaucr.org).



## Coming Events

### 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](http://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.

### FEBRUARY SOCIAL:

**Date:** Tuesday, February 14, 2016, 6:30-9pm, Dinner at 7pm

**Venue:** TBA

**Happy Valentine's Day:** The snow will be cleaned to make way for you to attend this Valentine's Day Social and celebrate a romantic evening with a special dinner event that is being planned for all UCR members to enjoy. Watch for details in the February issue of *Provinz* and monthly eBlasts.

**Details:** Further information and registration at: [www.ClubRegistration.net](http://www.ClubRegistration.net)



Photo by Michael A. Coates, UCR Photographer



# DECEMBER SOCIAL

By Michelle Zhang, UCR Member Photos by Eshel Zweig, UCR Contributing Photographer

The annual Holiday Social at Pfaff Porsche has become one of the highlights in the UCR calendar. This year we had nearly 150 members register for the event on Tuesday, December 13th. I was tasked with registering arriving members and I brought along three young high school students Alex, Jenny and Yuki who volunteered to help.

Our hosts, Laurance Yap and the entire Pfaff Porsche team had arranged a fabulous spread of hors d'oeuvres, cheeses and nuts complimented by a wide selection of beverages that everyone appreciated and enjoyed. Thank You Pfaff Porsche!

UCR President Kathleen Wong welcomed everyone and made announcements about new volunteer appointees and presented certificates of recognition to milestone members.

Ski Day Event Chair Don Lewtas made announcement about the upcoming March 3rd 2017, Ski Day & Social at Osler Bluffs Ski Club in Collingwood and Street Survival School Co-Chair Hazel de Burg handed out IOU Gift Certificates as stocking stuffers for young drivers with less than 10 years of driving experience.

Many members brought gifts of unwrapped toys and laid them around the Christmas Tree at Pfaff Porsche that will be donated to the CHUM FM Toy Drive.







Photo by Eshel Zweig, Provinz contributing photographer

# UNWANTED: THE HORST KROLL CARS Part IV

Story and photos by Dan Proudfoot, PCA-UCR Member

**Y**ou've heard of Murphy's Law. Well, anyone contemplating setting out to make an old car new again needs to know about Amos's Law.

Amos's Law: it's going to take longer than you think. A corollary: the question will arise at some point, "How much longer?"

A case in point is Pfaff Porsche's ongoing restoration of racer Horst Kroll's 1972 911T, last chronicled in October's *Provinz*.

The late Amos Kromminga was the bodyman at Kroll's Auto Service in the 1970s and 80s, restoring my 356B, twice(!), and each time taking months longer than anticipated. At the time I blamed the bitters that Amos sipped as a digestive after lunch, but decades later I've come to realize that almost every restoration, no matter how professional the operation, runs late! Thus the adage, Amos's Law.

By comparison, the mechanical side of the restoration hummed along. The focus of this month's reportage actually relates to the intensity of work involved in cataloguing what needed fixing,

ordering replacement parts, and reassembly. But all that was transpiring at Pfaff Autoworks in Concord reminded me of the flexibility that is required in adjusting to the realities of another day at the bodyshop.

When Part III of this series appeared in October, the end of November was the target for the restored body to arrive at the Pfaff Porsche service building in Woodbridge.



Boxes of shocks and other parts that Dave has disassembled



Rear suspension arms and other suspension components awaiting attention.

By then, it was to have been freshly painted in its original special-order Metallic Green, ready for the installation of all the mechanical and electrical moving parts. Didn't happen.

When your reporter huddled mid-November with service manager Mike McCarthy, geriatric specialist tech Dave Draganac, and John Pera—the Pre-Owned manager who was the starting quarterback when Pfaff committed to this 911T project—an updated goal was agreed: the body would be transferred before the Christmas break.

A week later, a meeting of Pfaff's classic car brain trust addressed the possibility of the body not emerging before the end of January.

Why? As Amos's Law dictates, a lot of little things add up to a lot. For instance, fitting the new doors from Porsche Classic... the hinges didn't line up. Compounding matters, the bodyshop was jammed with collision

work all autumn. Apprentice body techs Jordan Singer and Glendon Co, who'd been assigned to the project to immerse them in Porsche DNA, have been coming in on the weekend to try to get the 911T back on schedule.

How much longer? There's not much time to spare, for Pfaff's splendid new dealership, one of the largest in North America at more than 100,000 square feet, is to open in May with the 911T a planned centrepiece in the showroom. So time will tell.

On the mechanical side however, by November, Mike McCarthy had already tackled the 911T's 2.4-litre block, that now has new pistons and cylinders. New injectors were installed in the mechanical fuel injection system that makes these 1970s engines so special, its precious fuel pump having been checked out.

McCarthy's knowledge of mechanical f.i. goes back to the time when it was the post-carburetor 911 norm. The places McCarthy worked in his early days—Gunter Decker's, Willie's Downtown Porsche, then Kroll's between 1976 and 1979—were hardcore racing shops that

continued on page 16...

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Dave Draganac, Pfaff specialist in early cars

**KROLL PORSCHE**...continued from page 15.

attracted the most fanatical of Porsche owners.

Draganac, being younger, got into the business starting as a yard worker at a General Motors dealership. Correcting a Saab computer glitch opened the door to his becoming a technician; years later, puzzling his way through Porsche eccentricities followed naturally. He now has completed four of six training courses that Porsche North America offers to candidates judged to be worthy of schooling in classic Porsche repair.

"I've listed every nut bolt and screw," Draganac

proudly says in describing the effort spent on disassembly. "In each case, a decision has to be made whether to source new parts or restore old parts. Next, I'm going to place all of the parts on shelves I'm bringing in, placing them in the order that they'll be installed on the body, once it arrives.

"Early on I looked into plating bolts and parts in-house because I liked that idea, but I've reddecided that, due to environmental concerns. I don't want to hazard my health or anyone else's."

In early December, Draganac was still occupied with seeking out a capable specialist to plate the sway bar brackets, as one example, to match the 911T's factory standard. In a sense, it was a learning experience. In the future, the restoration customers Pfaff intends to attract will profit from the all that has gone into the Kroll 911T.

"I've revisited the rubber hoses," he continues. "The situation there was a little worse than I first thought. Every single hose—be it fuel, vacuum or evaporative emission—was rotten. You go to coil them up, and they crack or break in two. All need to be replaced."

Taking apart every component of the 911 kept him busy



Dave disassembled these sway bar links and other suspension components that now await plating



Dave is justly proud of his training and qualifications

for weeks. When we talked, the rear control arms were on his bench, degreased in preparation for being sent out for blasting, prior to proper refinishing. A box of miscellaneous parts awaited plating.

The Sportomatic automated manual transmission—the four-speed the driver shifts without a clutch pedal, or doesn't shift if he or she chooses to simply engage fourth—awaited his inspection. Actually quite simple in its operation, a solenoid engages the clutch when the driver touches the gearshift. The Sportomatic's durability was proven in endurance racing. Problem was, they were notorious for leaking... another challenge for Draganac and McCarthy.

The hours mounted. Pfaff's accounting charged the same \$159 per hour shop rate that they would any other customer. Draganac had logged 93 hours when we talked; he might top 200 by the end of the job. His estimate just for parts was in excess of \$20,000—and all this exclusive of what was transpiring over at Pfaff Autoworks.

Pfaff took on the project considering it an investment. "This is going to be our resume," Draganac says. "We're not cutting corners. We're demonstrating what we are capable of accomplishing with any car that a customer brings to us for restoration."



Computerized diagram of car showing parts, numbers and locations.

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# PORSCHE STRENGTHENS DRIVER LINEUP

## 2017 Porsche Factory Drivers Announced.

Porsche Press Release Profiled By Randy D. Gananathan, *Provinz* Editor Photos courtesy Porsche Cars, Ltd.

Porsche paid tribute to the outstanding achievements of their teams and drivers during 2016 at the Night of Champions motorsport gala in Weissach on December 3. The company took the celebration as an opportunity to complete its 2017 Factory Driver, Junior Driver, and Young Professional Driver announcements.

### Porsche 919 Hybrid Driver Restructuring

In the technological pinnacle for motorsports, the FIA World Endurance Championship (WEC) LMP1 class, the current two-time defending 24 Hours of Le Mans and World Championship Porsche Team confirmed lineups for its two-car 919 Hybrid program.

The most significant change in both LMP1 racing cars can be found in the cockpit. After the departure of Romain Dumas, Marc Lieb and Mark Webber from the LMP1 driver lineup, three newcomers will join the crew. Two hail from Porsche's existing factory driver squad: the New Zealander Earl Bamber (26) and Britain's Nick Tandy (32). Both have already gained a wealth of experience in the 919 Hybrid. In 2015, they joined forces with the Formula 1 pilot Nico Hülkenberg (Germany) to contest the 24 Hours of Le Mans in a third Porsche LMP1 and clinched a commanding victory. The third recent addition, André Lotterer (35), has climbed to the top step of the Le Mans podium three times and was

crowned champion of the WEC in 2012 as an Audi works driver. Lotterer and Tandy will share driving duties in the No. 1 Porsche 919 Hybrid joining the reigning World Endurance Champion Neel Jani (32). Two New Zealanders, Earl Bamber and Brendon Hartley (27) will now be in the cockpit of the No. 2 vehicle with Timo Bernhard (35) from Germany. Thanks to continuing development, next year's 919 represents another step in its technological evolution, featuring an optimized aerokit, the complete overhaul of almost all components and a completely new colour design. The vehicle will be officially unveiled on March 23 at the WEC prologue, which is being held for the first time in Monza, Italy.

### Three New GT Works Drivers to Race Around the Globe. New Faces in North America.

With Earl Bamber and Nick Tandy moving to the LMP division and the return of a factory squad to the FIA WEC LMGTE-Pro class, new drivers have been signed on to campaign Porsche 911-based racers around the globe. With Germany's Dirk Werner (35), an experienced Porsche pilot climbs back into the cockpit of a 911. Werner competed in Porsche racecars from 2004 to 2009, during which time he secured the title of the 2006 Porsche Carrera Cup Deutschland, won the GT title of the Grand Am Series in 2007 and 2009, and was awarded

the Porsche Cup in 2009 as the best private driver. From 2010 to 2016 he competed for BMW as a works driver in various championships including the DTM and the IMSA WeatherTech Sportscar Championship. Belgium's Laurens Vanthoor (25) won the 2010 Macau Formula 3 Grand Prix, clinched the 2013 title in the FIA GT Series and went on to pocket multiple victories in long distance racing including at the Spa 24 Hours (2014), the Nürburgring 24 Hours ('15), 12 Hours of Sepang ('15) and the 24 Hours of Dubai in 2016. Two weeks ago the Audi pilot won the FIA GT World Cup in Macau. Sven Müller (24) has earned his promotion from Porsche junior to works driver. The German spent three years being trained by Porsche as a professional race driver and in 2016 took home the titles in the Porsche Carrera Cup Deutschland and in the international Porsche Mobil 1 Supercup. He has several North American races under his belt including the Rolex 24 At Daytona in 2015.

### New Car In the New World. Porsche Aims for North American Titles with two 911 RSRs.

For the fourth season, Porsche will take on the competition with two factory entries in North America's premier endurance sports car series, the IMSA WeatherTech SportsCar Championship. Sharing the cockpit of the No. 911 Porsche North America Porsche 911 RSR will be returning veteran Patrick Pilet (France) and new Porsche works driver Dirk Werner (Germany). For the Tequila Patrón North American Endurance Champion-

ship, a championship within the WeatherTech Championship, which includes the Rolex 24 At Daytona, the Mobil1 Twelve Hours of Sebring, Six Hours of The Glen and Petit Le Mans, the duo will receive support from Frédéric Makowiecki (France). The regular drivers in the No. 912 sister car will be Kévin Estre (France) and Laurens Vanthoor (Belgium), with Richard Lietz (Austria) joining them for the four long-distance classics. The season-opening race is the 24 Hours of Daytona on January 28. The race will mark the global competition debut of the 911 RSR.

### We're Back. Porsche Works Entry Aims for 2017 WEC GT World Championship.

In addition to its LMP1 commitments, Porsche will also send a factory squad to the 2017 FIA World Endurance Championship (WEC) rounds to tackle the LMGTE-Pro world championship titles for the best driver and the most successful manufacturer. This is the first time the FIA has officially recognized these championships. The Porsche 911 RSR, which had its world debut at the Los Angeles Auto Show in mid-November, will be the platform for the two-car assault. The drivers confirmed to-date for these seats are Michael Christensen (26), Frédéric Makowiecki (36) and Richard Lietz (32). In 2015, Christensen and Makowiecki raced for the Porsche North America factory team in the IMSA WeatherTech SportsCar Championship GTLM class. Lietz held that role in a non-works program in the WEC GTE-Pro class

continued on page 20...







LMP1 No. 1 Porsche 919 Hybrid Lead Driver Neel Jani

**2017 PORSCHE DRIVERS**...continued from page 19.  
last season.

**Michael Steiner, Member of the Executive Board for Research and Development, Porsche AG:**

“This is a significant boost for our motorsport involvement and underlines that we have chosen the right platform with the WEC.”

#### The Line-Up: Porsche 2017 Drivers List

##### LMP1. Porsche 919 Hybrid.

No. 1	Neel Jani (32)	Switzerland
	André Lotterer (35)	Germany
	Nick Tandy (32)	Great Britain

No. 2	Earl Bamber (26)	New Zealand
	Timo Bernhard (35)	Germany
	Brendon Hartley (27)	New Zealand

##### GT Class Drivers.

##### Porsche 911 RSR and Porsche 911 GT3 R.

Jörg Bergmeister (40)	Germany
Michael Christensen (26)	Denmark
Romain Dumas (38)	France
Kévin Estre (28)	France
Wolf Henzler (41)	Germany

continued on page 22...



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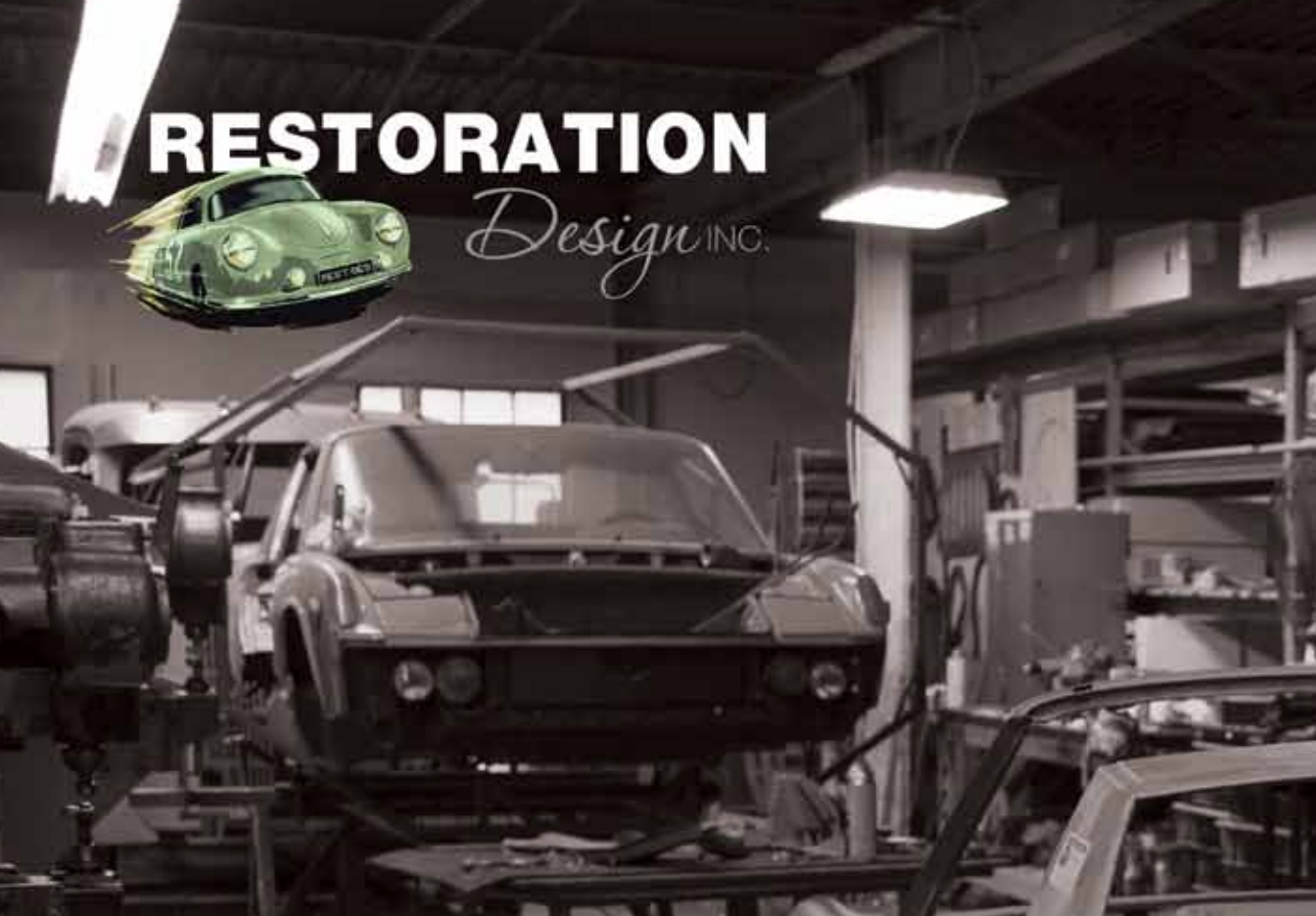
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Left to right: Porsche Motorsport team members Marco Ujhasi, Morgan Brady, Dr. Frank-Steffen Walliser, Jens Walther, Nicolas and Martin Raeder.

Richard Lietz (32)	Austria
Patrick Long (35)	USA
Frédéric Makowiecki (36)	France
Sven Müller (24)	Germany
Patrick Pilet (35)	France
Laurens Vanthoor (25)	Belgium
Dirk Werner (35)	Germany

**Young Professionals. Porsche 911 GT3 Cup and Porsche 911 GT3 R.**

Matteo Cairoli (20)	Italy
Mathieu Jaminet (22)	France

**Porsche Juniors. Porsche 911 GT3 Cup.**

Matt Campbell (21)	Australia
Dennis Olsen (20)	Norway
Thomas Preining (18)	Austria

**The Cup. Robert Renauer Wins 2016 Porsche Cup.**

The winner of this year's Porsche Cup, the trophy for the world's most successful private Porsche pilot, is a racing driver from Germany. Robert Renauer (31) was awarded the coveted trophy by Dr. Wolfgang Porsche, the Chairman of the Supervisory Board at Porsche AG. In addition, Renauer takes home a Porsche 911. Thanks to his successes in the ADAC GT Masters, the European Le Mans Series as well as the 24-Hour International Endurance Series, he earned 7,355 points over the 2016 season at the wheel of various Porsche racers. Christian Ried (Germany) was second; Daniel Diaz-Varela from Spain was third in the

worldwide tally. The Porsche Cup has been awarded since 1970 and is based on an idea of Ferry Porsche.

**Long Returns to Finish What He Started. North American Works Driver Back with Wright in World Challenge.**

Wright Motorsports is pleased to announce that Patrick Long, the only Porsche factory driver from North America, will be back with the Batavia, Ohio-based team for the 2017 Pirelli World Challenge (PWC) championship with the No. 58 Porsche 911 GT3 R.

Long, of Manhattan Beach, California, finished a strong second-place in the series' top class, GT, in 2016 with three victories.

Long has an extensive history of working with Wright Motorsports, and he's very pleased that his plans for 2017 have been solidified before Christmas.

**Patrick Long, Driver, Wright Motorsports Porsche 911 GT3 R:**

"I am grateful to be back with the Wright Motorsports group for a full crack at this Pirelli World Challenge championship. There were lots of story lines in 2016 from our season, and each has brought us only closer and more focused as a tight-knit team. The championship will only be stronger in '17, and this is a massive help to get this effort inked nice and early."

**Jens Walther, president and CEO of Porsche Motorsport North America:**

"Success is built on attention to detail and continuity.

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Wright Motorsports has a proven approach, missing the Pirelli World Challenge GT and GTA titles in the slimmest way possible in 2016. Clearly, there is unfinished business here in both classes. John is returning with the key elements of the team and the sole focus on finishing what was started last season. The competition will be even more intense, and we look forward to another exciting season of World Challenge."

**John Wright, Owner, Wright Motorsports:**

"I am very pleased to continue the program for the 2017 season. We finished the '16 season with a lot of momentum but a final result that left more to be desired. I'm glad we have the green light for 2017 so we can finish our business we started."

**A German Red Dragon. GAINSCO Joins Porsche Family in World Challenge.**

GAINSCO/Bob Stallings Racing team owner Bob Stallings announced a new platform for the No. 99 GAINSCO Auto Insurance® "Red Dragon" in the 2017 Pirelli World Challenge (PWC) GT Championship. The two-time GRAND AM Daytona Prototype Champions will join racing icons Porsche Motorsport North America, and compete in a Porsche 911 GT3 R.

Four-time racing champion Jon Fogarty will return for

his ninth year of competition with the GAINSCO/Bob Stallings Racing team. 2016 was Fogarty's first full season of PWC racing, scoring three top-five finishes. Prior to joining Bob Stallings and his GAINSCO team full-time in 2006, Fogarty drove a Porsche 911 for Flying Lizards Motorsports in the American Le Mans Series.

Led by veteran team manager Terry Wilbert, the GAINSCO team will take residence at the new Porsche Motorsport North America headquarters in Carson, California through the month of December. The team will spend the time learning and preparing their new equipment, while team engineer John Ward familiarizes himself with the new Red Dragon's aerodynamic and chassis capabilities. The team will complete a "shake-down" with Jon Fogarty at Buttonwillow Raceway north of Los Angeles just before Christmas. A rigorous test program is scheduled through January and February which will prepare the team for their competitive debut at the Pirelli World Challenge season opener, Grand Prix of St. Petersburg (Florida), March 10-12, 2017.

**Jens Walther, president and CEO of Porsche Motorsport North America:**

"Customer racing is the foundation of Porsche Motorsport," said Jens Walther, president and CEO of Porsche

continued on page 32...



# PORSCHE 2017 MOVING ON UP



## Porsche announces plans for the 2017 racing season and releases pics of their new LA Motorsport Facility

Porsche Press Release Profiled By Randy D. Gananathan, *Provinz* Editor. All photos courtesy Porsche Cars Canada Ltd.

The Porsche one-make race series have once again lived up to their reputation as a talent hotbed for international GT motorsport. All four drivers who campaigned under the Porsche Junior banner will climb the career ladder in 2017. Germany's Sven Müller (age 24) has been announced as a full Porsche works driver. Further, Porsche will support the Italian Matteo Cairoli (20) and Mathieu Jaminet (22) from France as "Young Professionals" in the continuation of their training towards become professionals in endurance racing. Norway's Dennis Olsen (20) now advances from the Porsche Carrera Cup Deutschland up to the next level of the Porsche motorsport pyramid to contest the Porsche Mobil 1 Supercup. All campaigned Porsche 911 GT3 Cup cars in 2016 as "juniors".

Müller began his motor racing career in karting. He spent four years racing single-seaters and was selected as a Porsche junior in the autumn of 2013. Over the following three years he tackled the Porsche Carrera Cup Deutschland and the Porsche Mobil 1 Supercup. In 2016, he secured the titles in both series as the best driv-

er. He also helped Konrad Motorsport in the Carrera Cup and Lechner MSG Racing in the Supercup to claim the team championship titles. Moreover, Müller gave impressive performances at individual races in the VLN, the IMSA WeatherTech Sportscar Championship, and in the FIA World Endurance Championship (WEC). At his first WEC outing at Spa in 2015, he and Kevin Estre, Porsche works driver from France, scored an impressive third place. For the coming season he joins the circle of GT works drivers.

Cairoli and Jaminet continue their training at Porsche now as "Young Professionals". Cairoli, who won the Porsche Carrera Cup Italia in 2014, competed in the Porsche Mobil 1 Supercup over the last two years and concluded his 2015 season as the best rookie and the 2016 season as runner-up in the championship. With four victories, he earned one more race win than Müller, but his retirement at the season finale at the Circuit of the Americas in Austin, Texas robbed him of his title chance. Jaminet contested his first season in the Porsche Mobil 1 Supercup, where he took home an early rookie

championship title from Monza. In the overall classification, the Frenchman ranked third after ten races. Parallel to his Supercup commitment, he tackled the Porsche Carrera Cup France and set a new record with twelve pole positions and twelve victories from twelve races. Both pilots will continue to receive support as Young Professionals thanks to their talent and their successes outside the brand trophy series. The two will support customer teams in international GT racing on behalf of Porsche.

In the 2017 season, Dennis Olsen (Norway) will advance into the Porsche Mobil 1 Supercup for next season. Porsche provides Olsen with a funding package for his Supercup campaign and he will also benefit from the support of legendary Porsche racer and driver coach Sascha Maassen who will be at the racetracks each weekend. In addition, the Porsche juniors, who are joined for the 2017 season by the Australian Matt Campbell and Thomas Preining from Austria, will be trained in the areas of fitness, media and mental preparation.

### Dr. Frank-Steffen Walliser, Head of Motorsport and GT Vehicles:

"We are very happy with the way our Porsche juniors are developing. This is why we offer them every chance to

gain a foothold in professional motor racing. It is obvious that the Porsche one make race series are the ideal launching platform for talented youngsters."

### Changes at Porsche Motorsport: New Tasks for Marc Lieb and Romain Dumas.

Two world class drivers, who have tasted success at the very pinnacle of their sport, are about to drive forwards on a new road. Romain Dumas (France) and Marc Lieb (Germany) leave the Porsche 919 Hybrid LMP1-team and their seats in the over 900 hp Le Mans prototypes to begin new tasks at Porsche.

Both racers have long careers as works drivers. This year, their achievements were crowned by taking the overall win at the 24 Hours of Le Mans and by winning the drivers' title in the FIA World Endurance Championship (WEC). In fact, each driver is a long-distance expert; Dumas (age 38) has a tally of eight overall victories in international 24-hour races with Porsche, Lieb (36) has six of such successes to his records. Both highly accomplished drivers, each who have had extensive and successful stints in North America, remain under contract at Porsche.

At the age of 20, Marc Lieb became a Porsche works driver. Yet despite the many international successes, the family man never relied solely on the sport. The father of two children from Ludwigsburg near Stuttgart enrolled at the Esslingen technical college and earned his degree as an automotive engineer.

Romain Dumas' relationship with Porsche also extends beyond his work in the 919 Hybrid cockpit. A Porsche works driver since 2003, he also runs his own team entering - and winning with - Porsche cars in

continued on page 26...







The New LA Test track has a wide variety of configurations featuring some wonderful technical sections.

rallying and at the famous Pikes Peak International Hill Climb in Colorado. Dumas was born in Alès in Southern France and now lives in Arzier, Switzerland.

#### Michael Steiner, Porsche AG, Board Member for Research and Development:

“Marc and Romain have each made an awesome contribution to our company. This goes for their work behind the steering wheel as well as for their support at other international appearances. They clearly stand for sportsmanship and our brand’s values.”

#### Fritz Enzinger, Vice President LMP1:

“The LMP1 program has benefitted immensely from Marc’s and Romain’s experience, especially during the team’s build-up phase and in Le Mans. Together we went through some highs and lows in recent years. I am very pleased that both true racers can conclude this part of their Porsche career as Le Mans winners and world champions. I thank Marc and Romain from the depth of my heart for their high performance driving, their strong commitment and their loyalty.”

#### Marc Lieb:

“I always imagined that the LMP1 program would be my last seat as a works driver and I managed to set the course early for my future career outside the cockpit at Porsche. I’m thankful for all the chances and possibilities I got at Porsche for so many years. And I’m especially grateful to my family for supporting me over two decades in racing. This was tough at times and I want to pay back some of it now. To perform the move into

international customer racing at Porsche as a Le Mans winner and a world champion, means an incredible amount to me.”

#### Romain Dumas:

“For me, Porsche is like a family. I think of many great years with great racing cars. We made history quite a few times, in Spa and at the Nordschleife with the 911 GT3, and obviously in Sebring with the RS Spyder. The last three years with the new Porsche Team in the LMP1 category were at the highest professional level. It has been an incredibly competitive and very technically challenging era. Winning Le Mans 24 Hours with Porsche was a dream come true and I am proud of what we achieved all together since many years. I am

a man of challenges and there will be a new one soon.”



Speaking of challenges, the new LA motorsport facility also features a rugged off-road test and proving ground for Porsche vehicles.

#### PCA Cayman Champs Jensen & Robichaud Crowned in Porsche Cayman GT4 Clubsport Trophy East Series.

With dozens of drivers competing in the new, track-only Porsche Cayman GT4 Clubsport race car, the PCA Club Racing Porsche Cayman GT4 Clubsport Trophy East series wrapped its successful inaugural season in late October at Daytona International Speedway. The Porsche Club of America (PCA) crowned Keith Jensen and Rene Robichaud as champions in the respective Championship and Masters classes.

Jensen, representing the Maverick PCA Region in his NOLAsport Porsche Cayman GT4 Clubsport, won the Championship class with a command performance. Jensen led the standings, 310-250, over David Baum, representing the Western Michigan PCA Region in the



Artist’s impression showing the south-east view of the Main Control Centre building at the LA Motorsports test facility

Autometrics Motorsports entry.

Jensen built his strong championship margin by winning 12 of the 18 races this season. He swept the sprint races at four of the six events, and also won three of the six endurance races, with victories at NOLA Motorsports Park, VIRginia International Raceway and Road America.

Curt Swearingin, who represents the Tennessee PCA Region, rounded out the top three in the Championship class standings this season with 176 points. Swearingin earned his spot in the top three after a thrilling, season finale endurance race at Daytona when he passed Baum on the last lap of the 80-minute race to earn his first win of the season.

Jason Hart was crowned the Pro class champion for the 2016 season. Hart, representing the Maverick PCA Region, also drove a NOLAsport-prepared Porsche Cayman GT4 Clubsport throughout the season in addition to coaching teammate Jensen.

In the Masters class, Robichaud, representing the Ohio Valley PCA Region in the Kelly-Moss Road and Race Cayman GT4 Clubsport, led the Masters standings, 169-153, over Roger Halvorsen.

Halvorsen, representing the Connecticut Valley Region, had a great weekend at the 2016 season finale after winning his first Championship class title of the season and sweeping both sprints for the Masters class at Daytona.

continued on page 28...

## GOT A GREAT RIDE? Share it with the club

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](mailto:rdganathan@gmail.com) and tell me about the car you have in mind. I look forward to hearing from you!

Randy Gananathan  
*Provinz* Magazine  
[editor@pcaucr.org](mailto:editor@pcaucr.org)







Plan view showing the layout for the new LA motorsport facility offers a versatile testing venue.

John Frank, also representing the Connecticut Valley Region, rounded out the Masters class in third with 136 points. Frank swept both sprint races and the endurance race in June at VIRginia International Raceway.

The series traveled to six events in 2016 but will expand to eight events in 2017, including three new tracks for the Clubsport drivers. Prestigious tracks that will join the lineup next year include Canadian Tire Motorsport Park in Ontario, Barber Motorsports Park in Alabama and Monticello Raceway in New York.

#### Owen Hayes, Director of Operations, Porsche Motorsport North America:

"An impressive first season of the PCA Club Racing Porsche Cayman GT4 Clubsport Trophy East Series is now behind us. Having the Porsche Club of America oversee the series has proven to be a great fit. With a



Practicing manoeuvres on the wet skidpad.

more ambitious 2017 schedule and the updated Cayman GT4 Clubsport MR, the sophomore season promises even closer, more spirited competition."

#### Keith Jensen, Championship Class Champion:

"What a fabulous end to an outstanding year. Shortly after I completed my first race in January 2015, I heard rumors of a dedicated Porsche-engineered Cayman racecar.

I was excited by the prospect of what I hoped would be the most competitive racing PCA offered. With the PCA Club Racing Porsche Cayman GT4 Clubsport Trophy East series, I got all that I had hoped for and more. What an awesome bunch of racers - uber-competitive, fair, respectful and fun.

#### Rene Robichaud, Masters Class Champion:

"I'm very thankful for being the Masters class champion this year. It's been a heck of a ride. Racing is so much fun, but it has its moments of frustration. Thankfully, I managed to squeak it out and get enough points to win the Masters class."

For additional information on the series, drivers, standings and more, please visit the new PCA Club Racing Porsche Cayman GT4 Clubsport Trophy East Series website at <http://clubsport.pcaclubracing.org/>.

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# PORT TO PORT TO PORT



...an ERIE way to end the season!

Story by Mike Blinn with photos by Rick Zuccato, UCR Members

On Sunday October 23rd, a group of 18 shining German works of art gathered at the Casablanca Tim Hortons to enjoy a day of beautiful weather, awesome scenery and friendship.

We met for 9:15, and filled up our coffee cups, as the morning started out at around 8 degrees.

After viewing of all the cars was enjoyed by our participants of the day, we signed all the necessary documents, and headed out along the QEW, on the 406, to our first port of call, Port Colborne. This is where the die-hards dropped their tops, and as per Guenter, we... were driving TOPLESS.

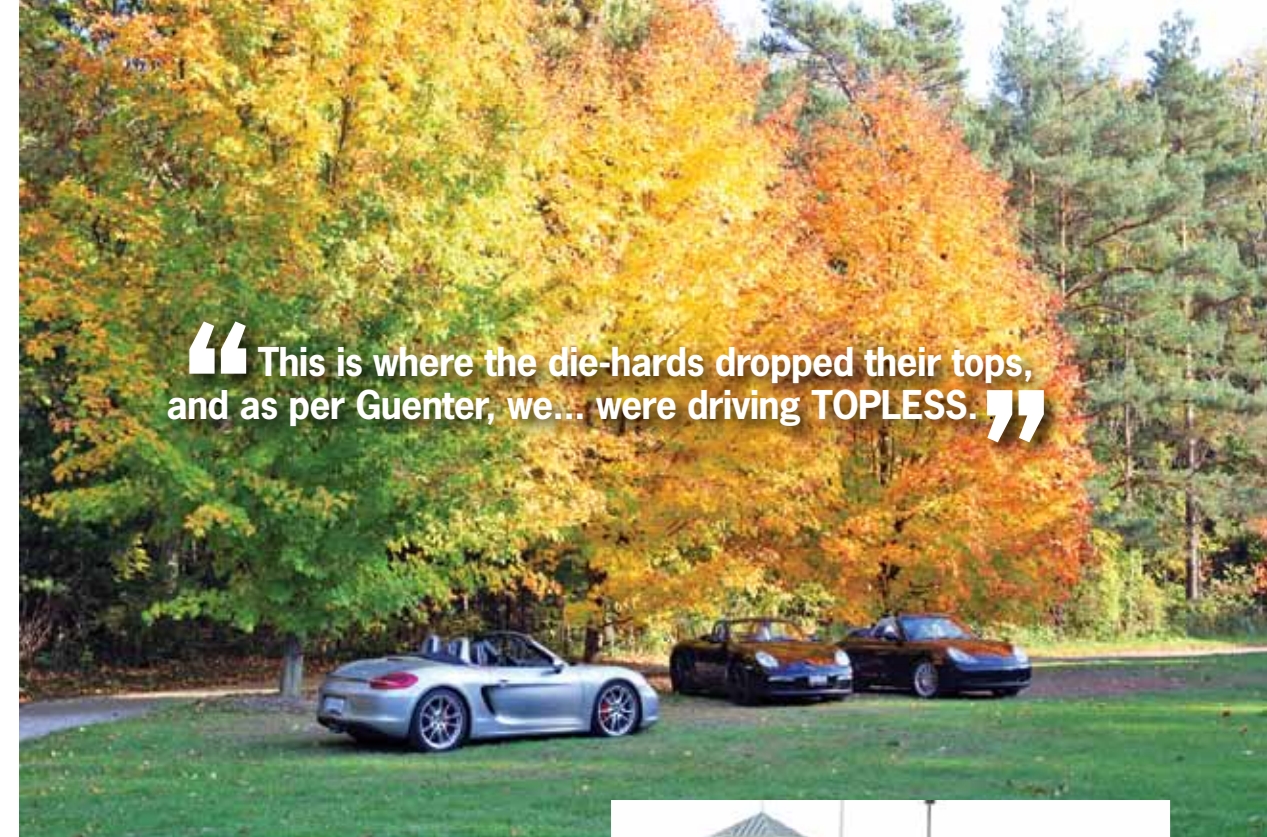
From there, we travelled along the Lakeshore scenic route. We passed by many amazing cottage areas, with

absolutely breathtaking views and had the sun shining out over the water in all its glory. After about an hour and a half of great cruising, we ended up in Port Dover. And yes, of course, another Timmies pit stop.

From Port Dover, we latched back onto the Lakeshore drive and travelled through Port Ryerse, Port Burwell, Port Rowan and Port Bruce, en route to Port Stanley - our final Port destination for the day.

We had reservations at the Green Frog, just outside of Aylmer for a 3 o'clock late lunch, early dinner. As luck would have it, we arrived on time by shaving Port Stanley from our day, as we were running a bit behind schedule.

Upon arriving to the entrance of the Green Frog, there was a sign on the road saying Porsche Parking.



“ This is where the die-hards dropped their tops, and as per Guenter, we... were driving TOPLESS. ”

The owner arranged for us to have our own parking area on the grass away from other patrons vehicles. We had a short walk along a pathway from where the cars were parked beside a pond, and the sun made the fall leaves on the trees a postcard view.

We then arrived on foot to an amazing old wooden structure in the middle of the woods, which was the Green Frog restaurant. A unique venue with a gift shop filled with pottery made on the premises.

The owner had arranged a room to accommodate our hungry brood. The food was excellent, and everyone enjoyed themselves immensely. This time gave our group a chance to chat about the day, and create some new friendships.



We finished our gathering around 4:30-ish... and everyone headed for home.

We will look forward to our Spring 2017 Port to Port to Port run... maybe we will see you there.

Mike, Rick, Claire and Molly... Blinn / Zuccato Tours.





Motorsport North America. “We are always delighted when an organization as successful as GAINSCO chooses to race with us, and we welcome Bob Stallings and the entire team to the Porsche family.”

**Bob Stallings, Owner, GAINSCO/Bob Stallings Racing:**

“We are happy to have the opportunity to advance our racing program with Porsche for the 2017 PWC season. I have known the leadership of Porsche Motorsport for several years, having competed against them in the Rolex Series and more recently at PWC. We have had many discussions over the years about joining forces on the racetrack, but never could find the right opportunity to complete a relationship. Porsche has been a leader in Motorsports for many years throughout the world racing scene. I have held them in high regard and always thought we might decide to race together eventually, and the opportunity to get it done now was very compelling.”

**Jon Fogarty, Driver, No. 99 GAINSCO Porsche 911 GT3R:**

“It’s wonderful to be back with Porsche, where I began my sports car career in 2004. I was immediately impressed with Porsche’s GT racer and went on to compete and finish on the podium several times the following

2005/6 seasons. Porsche and sports car racing are nearly one and the same, and Porsche’s global support behind the 911 are great contributors to their decades of success. I am very happy to be back with such a strong organization and look forward to contributing to both GAINSCO and Porsche’s success in the 911 GT3 R.”

**North Americans in New Zealand. Long Joins California-Based Bathurst Effort.**

Los Angeles, California-based Competition Motorsports has announced the final piece of the puzzle as they attempt to win their first Bathurst 12 Hour title, February 3-5, 2017.

Porsche’s only North American factory driver, Patrick Long (Manhattan Beach, California) joins accomplished driver/owner David Calvert-Jones (native of Australia living in Los Angeles, California) and Porsche prototype and GT-veteran Marc Lieb (Germany) in the Pro/AM class of the event. The trio will use a Porsche 911 GT3 R in the internationally recognized Bathurst event.

Long is well recognized for his successes in endurance races with Porsche. He is a three-time American Le Mans Series driver’s champion, class winner of the 24 Hours of Le Mans, Rolex 24 At Daytona, 12 Hours of Sebring and Petit Le Mans. In 2016, he drove to two LMGTE-Am class victories with Abu Dhabi Proton Racing in the FIA World Endurance Championship and to second in the GT class championship of the Pirelli World Challenge.

This will be Lieb’s official return to GT cars after multiple seasons in the Porsche 919 Hybrid effort. Lieb, overall winner of the 2016 24 Hours of Le Mans, is no stranger to the infamous Bathurst circuit having competed in a V8 Supercar at the Bathurst 1000 with Tekno Motorsport in 2013.

Competition Motorsports will be supported by Australian Porsche specialist team McElrea Racing. The team will complete a shakedown run in California before shipping the car to Australia. The 911 GT3 R is scheduled to arrive “down under” in early January.

**Jens Walther, president and CEO of Porsche Motorsport North America:**

“This is the fourth time that CJ (Calvert-Jones) is racing a Porsche at Bathurst. We are very happy that Marc Lieb joins CJ and Patrick, who had a strong showing in 2015 and gained invaluable experience for this year’s race at the iconic Mount Panorama circuit. The lineup and the team make for a strong entry and definitely one to watch.”

**David Calvert-Jones, Driver/Owner:**

“The Bathurst 12 hour event has really come of age. We are now seeing numerous factory supported GT3 programs focusing on this iconic endurance race and I’m so excited to get back to Australia and race at Mount Panorama.”



LMP1 No. 2 Porsche 919 Hybrid Driver Timo Bernhard (L) and GT Class Driver Romain Dumas (R)

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# SMOKY MOUNTAIN TOUR, TAKE II

## Another Participant's take on the Great Smoky Mountain Fall Tour

Story & photos by Peter Blake, UCR Member

Space for the Great Smoky Mountain Fall Tour (Sept. 29—Oct. 3) was originally limited to just five cars, so some seven months prior to the tour, I registered at the exact time stipulated. Even so, my wife and I found we were second on the list. For interested parties, the number of registrants was soon increased to ten cars, due to demand. We all met up at Caesars Windsor on the evening of Wednesday Sept. 28th in order to be ready for a 6am Thursday departure. Staff at the casino were very friendly and provided secure underground parking for our Porsches. This was one of many nice touches that we would soon get used to on this trip.

We met as a group privately that night, in one of the Casino lounges, for a briefing and opportunity to get to know each other. All materials and instructions had been forwarded previously but we discovered that the organizer, Jason Figueiredo, leaves nothing to chance—among other things, we discussed contingency plans, and it was agreed that we would drive follow the leader. It became apparent this was not the first trip for many in the group, a good omen.

We'd already fuelled up the car, in preparation for the early departure. One of my (as it turns out) needless



After reaching Kentucky on our first day we enjoyed an afternoon tour of the Woodford Reserve Distillery along with some sampling of Kentucky bourbon.

worries for the trip had been how often would I have to refuel, and where, and would I slow others down? But Jason had this all covered, having driven the route the previous month. And he'd even accounted for different Porsches models with their 10%+ ethanol restrictions and varying fuel consumptions. We would travel in two groups of five cars, with the lead and trailing cars equipped with radios.

Rain was forecast for the 6AM departure, clearing as we travelled south, but our first challenge was to clear the border as a convoy. The border officials were very accommodating though and our group soon found itself in an early-morning Detroit traffic jam. A weather-related accident slowed our way to Cincinnati but there was sufficient flexibility in the schedule to accommodate this.

We had reservations for noon at a French restaurant named Jean Robert's Table, and arrived in time but missing a car due to a puncture.

It happened nearby, so happily, they were able to obtain a suitable tire and rejoin us at the restaurant while it was being installed. A prix fixe menu had been set for the group—and it was excellent. We find the quality of the bread served to be a good indicator of a restaurant's competency. This was real French bread and the cuisine was authentic as well.

An afternoon tour of Woodford Reserve Distillery and some Kentucky bourbon sampling still remained before we'd reach our hotel that evening. The weather had improved remarkably by this time and our drive through the Kentucky countryside, past many immaculate horse farms, marked the start of back roads and wonderful scenery.

The Distillery's tour guide noted that Kentucky water makes the difference in bourbon and race horses. More than 2,000 distilleries existed prior to 1850 and Wood-

Our first night was at the Boone Tavern Hotel in Berea, Kentucky, complete with a resident ghost!



The Omni Grove Park Inn in Asheville, North Carolina, was the site of our second overnight stay.

ford Reserve Distillery is one of the oldest. The Civil War and Prohibition combined to reduce this number to 12 licensed distilleries today, responsible for 95% of the world's total bourbon production.

Bourbon production is governed by US law and one peculiarity is the need to use new American oak barrels for maturing the liquor. This results in a substantial number of used barrels being available on the secondary market. Scotch distillers are a major buyer, as are Southern hot sauce makers (Tabasco). Since a new barrel typically costs USD\$1,000 it is not unusual for the Scots to be first in line!

Driving on, we arrived in Berea—where we'd find our hotel for the evening, the historic Boone Tavern Hotel & Restaurant, which dates back to 1907. It comes with a resident ghost—who we later discovered resided in the room adjacent to ours. Fortunately, it didn't snore! The

property is a story in itself, and with its first class hospitality, we highly recommend it.

After a leisurely Southern breakfast, we left for Knoxville, Tennessee, on our way to the Devil's Triangle. The briefing was simple: "Don't cross the lane markers!" This turned out to be a warmup for the Tail of the Dragon, and it was exhilarating. The route is less travelled than the latter, and was picturesque with no need for speed. Driving the posted limit is thoroughly enjoyable! Later, we dined at the Whitestone Lodge in Kingston, TN, prior to our run through the Tail of the Dragon.

continued on page 36...







SMOKEY MOUNTAINS continued from page 35

We made good use of the many lookout rest stops. They provided a relaxing break from some intense driving and let us enjoy the fantastic views.

US Route 129 leads through Deals Gap, bordering North Carolina, and is essentially a paved Cherokee Trail, with narrow lanes and no intersecting roads. Oncoming motorcycles use all of their lane—so the cautionary advice to avoid crossing the lines (and the previous practice driving the Devil’s Triangle) worked. There are 311 turns in 11 miles and typical speeds are 60–70km/h. It’s possible to go faster but at these speeds our g-force meter recorded .94g on a right hand turn and .86g on a left hand turn, which is probably more than enough when your wife is on board!

Following a brief stop at Deals Gap for souvenirs and photos, we proceeded to Moonshiner’s Run and on to US74 for our trip to Asheville, NC. This was a tremendous road for touring. The scenery with its fall colours and interesting terrain left a lasting impression of Tennessee and North Carolina, and a determination for us to return. We arrived at Asheville’s Grove Park Inn in late afternoon, again, to secure parking and a warm Southern welcome. The view from the lounge at sundown was spectacular—even better, I think, after our long and enjoyable drive.



“Our cars had been brought around for us, our luggage had been loaded, and they were all were lined up, ready for departure and before that, a final photo opportunity.”

Secure reserved parking was available all along our route.

On Saturday, we’d booked a tour of the Biltmore Estate, built in 1895 by George Vanderbilt. This was very much an American version of Downton Abbey. A half-day tour really doesn’t do the place justice, but it is a reason to return.

Sunday, we were off to Hot Springs, Virginia, via the Blue Ridge Parkway, which is another amazing route noted for its views of rolling hills and its absence of trucks. We lunched at Rowlands Restaurant in Blowing Rock, NC—a refined establishment with wonderful cuisine and service. Refreshed, we pressed on to the Omni Homestead Resort in Hot Springs. The resort itself was built in 1766 and is very well maintained. It too had its own resident ghost, this time (thankfully) inhabiting a different floor to ours. It had been a busy few days so nothing could wake us that night, even if it tried. Breakfast here was one of the more memorable meals of the trip—the old-world table service was very agreeable and the English-style breakfast buffet offered all manner of cereals, fruits, cold cuts, pancakes, waffles, and eggs—and condiments included pickles, relishes, compotes and jams in varieties too many to name. The Great Smoky Mountain Fall Tour ended here, so after a second cup of coffee, we went outside to say our goodbyes. Our cars had been brought around for us, our luggage had been loaded, and they were all were lined up, ready for departure and before that, a final photo opportunity.

We made our way home independently, via US219 and US220, which were both in excellent condition and gave great views of the full fall colours. Interstate highways are available but what’s the point when you’re in a Porsche? The route ended near Salamanca, NY, where we spent the night before returning home to Canada.



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# TRACKTALK



Photo by Michael A. Coates, UCR Photographer

By Dave Osborne, UCR Track Chair



It's January of 2017 and that means the start of a new track season! Now that you're all loaded up with new socks and thousands of holiday

calories, it's time to think about spring. I'm just assuming that you've all been to the Registration site and signed up for all of the 2017 DE season events, as we have lots of exciting new changes. First is just a reminder that the 2005 Snell-rated helmets have expired and will no longer be accepted through Tech Line. The 2010 and 2015 helmets are all readily available now, so make sure yours is current. They are much easier to find this time of year, rather than waiting until May.

There were some instances last season of people on the waitlist not getting into certain highly subscribed events. We made some internal changes at our yearly Planning Meeting that should address those situations and make sure we serve more of our members in the high-volume months. That did require a change to the run group order, to allow the Instructors to respond and give them extra time to debrief their students. The new order will be: Yellow – White – Red – Black – Green, followed by the worker breaks. The new order will give the Instructors some decompression time between each Instructed Group and eliminate some anxious waiting on the grid.

We've also examined our passing rules in relation to our Students' progress and decided to roll them back a bit. The

Green and Yellow instructed groups will still have the three traditional passing zones: the front straight, between corners 3 & 4 and the long back straight. The White Group will now have: the front straight, between corners 1 & 2, between corners 2 & 3, between corners 3 & 4 and the long back straight. The Black run group will be allowed to pass on any straight piece of track with two exceptions: between 5a & 5b and between corners 9 & 10. These extended passing zones rely on both the driver's clear signals and good judgment. There is still no passing in the corners in any Student Run Group. With the additional passing opportunities will come additional scrutiny, so don't get sloppy on us.

Due to the changes to the passing rules in the White Run Group, anyone signed off in Yellow during the weekend will have their Instructor riding with them in White for the rest of the weekend. That will help the Student assimilate into the new run group with minimal discomfort. The focus on those runs should be passing and being passed, so everyone fits into the group with very little disruption.

As you may have noticed in the 2017 Schedule, there are only two IDS events scheduled for April and none throughout the rest of the season. The Introductory Driving Schools are a prerequisite for joining us in DE, as the IDS teaches our Students the basic skills that they need before they enter the main track at a DE. If you're considering joining us this year, please attend one of them, so you qualify for track driving. I'll print an explanation of the IDS program in February's Track Talk and you can find the basic information on the

Club website. I encourage everyone to read the Registration Rules every spring, so you're familiar with the program's current requirements. There are IDS programs put on by other organizations that we will accept in case you need to get into DE mid-season—however, they are far more expensive than the ones hosted by UCR.

Another change for the 2017 season is an aspect of the Club Race. In past years, in order to fill the track time, the organizers have run an Advanced Solo Lapping Group in between practice sessions and race events. With the addition of the GT4 category, that time slot is no longer available. Since it's primarily a Club Race the ASL Group was the only sensible deletion that the organizers could make. As a result the Track Team hopes that all of the ASL participants will sign up for the July and August DE events, so they get their mid-summer lapping time in and support UCR as we go it alone in July.

I'd like to take a minute and mention Aviva Canada's offer to reduce insurance premiums by 15% for everyone who buys a car with AEB. That's the Automated Electronic Braking system that is supposed to bring your car to a halt when you're not paying attention. The system is becoming available in most high-end cars and is often coupled with leather upholstery, a better stereo and a few other bells and whistles. We know how having a cool stereo and expensive seats increases safety. There is no timeline offered for this discount and I would assume that when the system trickles down to all models, like anti-lock brakes, the discount will disappear.

The reason I mention this is that I think offering temporary discounts for the latest gizmo is completely the opposite of the increased safety (lower repair cost) intent. I don't understand why anyone who participates in Advanced Driver Training doesn't receive an insurance discount. Shouldn't those who strive to be better drivers receive this reward? Isn't accident avoidance and proper skid control more important than any option you can buy? What about sitting up straight and paying attention? Don't those things have increased safety value?

The commercial for one of the AEB equipped cars got me going. It shows two people in a high-end car having an animated conversation and suddenly the car stops behind another. The occupants look at each other and look very grateful that their car is so wonderful. This car should have been available with the boxing glove on a spring option. It's the boxing glove that pops out of the dash and punches you in the face when you stop looking where you're going. That would have had some safety value. The fact is that AEB would not have stopped them from going through a red light, avoiding a running child or controlling the car with a deflated tire. Some advanced Driver Education would help in all of those situations, but Aviva would rather reward poor driving skills and lack of attention to the task of driving.

Sign up soon!  
Dave



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# THE SOUND OF PORSCHE TOUR

## The 2nd Annual Blinn/Zuccato Adventure

Story by Mike Blinn with photos by Rick Zuccato, UCR Members

### Day 1

On a beautiful sunny July 28th morning, 11 of Germany's finest gathered at our Port Hope meeting place. It was like a group of kids back at camp for another awesome adventure. After signing all the appropriate forms, our eager group was excited to explore their goodie bags and hit the open road.

We travelled along the 401 to Brockville to meet car # 12, and our co-hosts for the day. Dave and Roberta Riddell had organized a lunch venue for us overlooking the beautiful Brockville waterfront. After lunch, the Riddells guided us to the Prescott border crossing for our back roads trip to our first destination... Lake Placid.

Upon our arrival at the Golden Arrow Resort, we pulled in to find a sectioned off parking area, with signs saying "Private Parking for the UCR Porsche Club." Each room had a spectacular lakefront view, with balconies overlooking Mirror Lake. The Hotel had also arranged a private dining room for our hungry and thirsty brood.

### Day 2

After breakfast, we left Lake Placid around 10 a.m. with an overwhelming farewell from the amazing resort staff. They all wanted to get pictures of our shining beauties. Our first stop was to visit the top of Whiteface Mountain (the highest altitude in New York state) of about 5,200 feet. The sky was blue, and the view was absolutely breathtaking. We then ventured down the mountain, with a sound of Porsches, on our way to Stowe Vermont. Our route took us through many unique cot-

tage towns on some great driving roads, along the Lake Champlain shoreline. A subway sandwich and gas pit stop was a godsend for those who had too much coffee for breakfast. Back on the waterfront trail, we landed in Stowe around 4:30 and loaded up on some bebies for the evening. Arriving at the Von Trapp Family Lodge, we once again had organized a private parking area for our babies to rest for the night.

The Von Trapp Family Lodge is still owned and operated by the Von Trapp family, and is an incredible facility with incredible mountain views. Some of our group elected to eat in the dining room, while others chose to enjoy some ice cold Von Trapp beer, brewed on the premises.

### Day 3

A free morning for all, to hike, swim, enjoy a book by the pool or just enjoy the unique shops in downtown Stowe. At 11 a.m., we ventured to the Mount Mansfield gondola, which took us up the mountain, where we had arranged our own dining area at the Cliff House restaurant at the summit of the mountain. Once again, we were so totally spoiled by yet another sunny cloudless day with unforgettable views. After our lunch, the afternoon was a free day for those to explore Stowe. At 7 p.m., we had arranged for Snowflake Cab Co to pick us up at the Von Trapp Lodge, and shuttle us to our dining destination, Flannel's - a five star restaurant at the Top Notch Resort. The venue was everything we were promised, and after a great meal and many empty bottles of wine, Snowflake picked us up and returned us to the Von Trapp.



### Day 4

After breakfast, we were eager to hit the road, and enjoy more awesome mountain driving. We drove up Mount Mansfield on our way to venture through "THE NOTCH" - which has boulders inches from your car in some areas. We then headed north in Vermont, which, without a doubt, had some of the most scenic roads.

We travelled through many interesting villages heading across the northern tip of Lake Champlain, heading towards the Canadian border. Arriving at the border around 2:30, we were now en route to our final destination - The Willow Inn, in Hudson, Quebec.

After checking in to the Inn, we had a private dining room to set up for the 2nd annual ZUCCATO RACE night. Our group had booked the entire Inn as well as the Coach House across the road. The Willow Inn is also a lake front property with all rooms overlooking the lake.

The ZUCCATO racetrack was erected, and the race got under way at 6 p.m. sharp. There were 12 entries, and each car was identical. Rick had numbered each car 1-12, and these numbers were owned by each car throughout our tour. (We had arranged a driving pattern where each car was in the same lineup throughout our tour). This event was the highlight of the trip, and the excitement was as if you were at the track.

1st, 2nd and 3rd place winners were awarded Porsche trophies (hand crafted by Rick Zuccato), along with a bottle of champagne, and a Porsche race poster, both donated by the OAKVILLE PORSCHE CENTRE. Oakville Porsche was very gracious in supplying our Tour with hats and t-shirts, along with Porsche Oakville bottled water for our goody bags.

After a great farewell dinner and many laughs (John van Kralingen's New Year's Eve depends story) and speeches of thanks, we ended our night around 11 so our crew could organize for day 5, which was sadly, departure for home.

I would like to extend my many thanks to the Blinn/Zuccato organizing team: Rick, for his many hours of people organizing, and sharing his artistic talents in creating the SOUND OF PORSCHE logo, and supplying the race track and cars. Claire, for her administrative skills making sure that all the appropriate paperwork was in place, and also for organizing the race schedule and for putting up with Rick through a year of planning this event. And Molly, for assisting me with every aspect of planning the hotels, dinner venues, route planning and also for putting up with me through yet another winter of tour planning.

We are looking forward to our 3rd annual Blinn/Zuccato adventure 2017, which is already in the planning stages.

Mike Blinn





# PERIPHERAL VISION

By John Adam, UCR Historian

Sometimes Porsche-related events come in clusters or bunches, like grapes. Sometimes there are conflicts with other family events. It makes advance planning mandatory.

By now, the new executive has completed its first round of plans for the 2017 season. There are members new to the group with fresh ideas and we all look forward to a great year. Event chairs are now able to begin their detailed planning. Dates are in place for driver education, the club race and a variety of major events. One of the things that we have already done at this point is to book our favourite Canadian Tire Motorsport Park (Mosport) area B&B for the entire DE and club race season. Task completed. We continue to enjoy playing our part on the DE team. The Tower Team is adept at handling the various situations that can arise during our DE weekends and we work in air conditioned comfort.

The Porsche Parade is in Spokane, WA, July 9-15. It's too far to drive so that means flying. We will hope for a



seat sale and be ready to pounce. We like to arrive on Saturday afternoon. That has us arriving in good time to register with PCA, gain access to our hotel room, and then link up with PCA friends.

The IMSA WeatherTech SportsCar Championship (formerly ALMS) race and Porscheplatz at CTMP are July 6-9; UCR's Club Race at CTMP will be August 4-6. Though we aren't racers, we do have fun working at the event. The NASCAR Camping World Truck Series is coming back to CTMP September 1-3. That should be another exciting spectacle. Gosh, this Porsche life is just a whirl!

In January, 1991, Clive Van Wert, a former UCR president, first reported suffering from The Twitch. It is a debilitating seasonal condition. Clive reported that you sit around the house reading *Pano* or *Provinz*. You replay videos of driver education events. And then your eye starts to twitch. You walk through the house with a blank stare. The twitch starts again. The diagnosis is Track Withdrawal. But there is a cure coming up.

The Detroit Auto Show (January 14-22), the Rolex 24-hour race at Daytona (January 28-29), and PCA Tech Tactics in February are upcoming events that will help with The Twitch. Planning for Parade registration can be another useful winter activity.

Endure the cold or take a break. It's your choice. We will likely be checking out some beaches and cold drinks in the Caribbean while the snow flies.



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By Michael A. Coates

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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 .....	8
Keltech .....	43
MantisSport .....	42
Michael A. Coates Photography .....	43
Mobile Magic .....	46
Pfaff Porsche .....	17
Porsche Centre Oakville .....	47
Porsche of London .....	7
Restoration Designs.....	21
RUF Automotive Canada .....	32
Segal Motorcar .....	20
Sonax .....	15
Susan Krever .....	33
Total Sports Solutions.....	29
Trackday Insurance .....	43
Whale Tail .....	37
Zorotech .....	9

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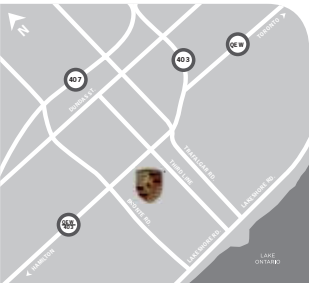


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