

provinz

THE JOURNAL OF UPPER CANADA REGION OF THE PORSCHE CLUB OF AMERICA • VOL.41 No.408



MARCH 2017
www.pcaucr.org



LUXURY THE MOMENT YOU ARRIVE



IMAGINE THE PERFECT DAY. It is a day with a journey. You are surrounded by the warmth of the sun and a gentle breeze, all under a perfect blue sky. It is a day well-spent complete with total freedom that follows you home. You are greeted with an embrace, that special welcome feeling that you have arrived.



CABINETRY



FLOORING



ORGANIZERS



GARAGE DOORS



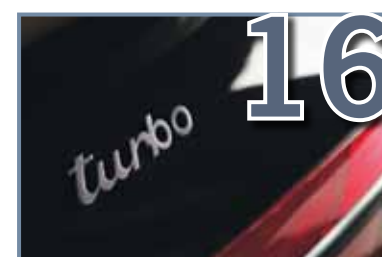
LIFTS

201 CHRISLEA ROAD, VAUGHAN, ONTARIO 1.844.629.3001
BOOK YOUR COMPLIMENTARY DESIGN CONSULTATION AT GARAGELIVING.COM

provinz

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

Volume 41, Issue Number 408 • March 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

Tech Sessions: 356 Pre-A Restoration	10
Spring Rally Invitation	11
Social Events	12
Falling Water Fall Tour 2017	15
Smoky Mountains Tour 2017	41

CONTRIBUTIONS

Backfire: Porsche Inspection Notice	9
February Social Report: UCR Valentines	13
Fun Run Co-Chairs Biographies	14
Black Apples, Black Oranges	16
Michelin PS4S Performance Report	22
Sideways Through the Snow: 2017 Camp4	24
Barber Visit: Porsche GT3 Cup Teams Test	28
Rapturous Ride: Greg Martin's C2	30
Squealing Tires: Autocrossing in Chatham	32
Spark Plugs: No Spark, No Fire	34
The PorschePhile: The Treasurer's Carrera Banana	40

DATA

UCR Contacts	44
Tech Centres	45
Ad Index	46



Cover: Camp4 photo By
Randy Gananathan Provinz
Editor. See story on page 24.



UCR is on social
media. Are you?
Follow us on
Facebook and Twitter.

Facebook:
www.facebook.com/pcaucr.org

Twitter:
@PCAUCR



PRESIDENT'S FORUM



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

The first race weekend of the 2017 WeatherTech Sports-Car Championship had just finished when I sat down to write this article. The Rolex 24 at Daytona saw a successful race debut for the new Porsche 911 RSR with the Factory Porsche GT Team drivers Patrick Pilet, Dirk Werner, and Frédéric Makowiecki securing second place in the GT Le Mans class. A Porsche customer team, Alegra Motorsports, won the GT Daytona class with their Porsche 911 GT3 R—piloted by a team of five drivers that included two Canadians, Jesse Lazare and Daniel Morad. The Porsche factory team and drivers will be heading to the second race of the season, the Mobil 1 Twelve Hours of Sebring, on March 18. Go Porsche, go!

In club news, Rod Nagy, our advertising sales coordinator, recently handed over the baton to Elliot Alder. We would like to acknowledge and thank Rod for the tons of hours and hard work he has put into this role during the past three years. Ken Jensen has also relinquished his duties as Webmaster, also after three years, and Dixon Chan has agreed to take over. At last year's Porsche Parade at Jay Peak, Vermont, Ken received the First Place award for Class V of the 2016 PCA National Website Awards. This was a testament to Ken's countless hours of hard work and the great support he's received from Scot Adams, Hilda Kelly, and Guenter Gamauf. Both Rod and Ken have kindly agreed to help Elliot and Dixon during the transition process. Thanks everyone!

Our 2017 events calendar is filling up quickly. By the end of January, we had already confirmed the dates for 42 events. Our popular Drivers Education ("DE") program has two single-day Introductory Driving Schools in April, with 33 spots each and our six full DE weekends (that run from May to October at Canadian Tire Motorsport Park) will offer a combined total of approximately 900 spots. You may remember that Registration opened on January 1. By January 10, the DE Registrar had already received 722 individual registrations! So register soon or you will likely find yourself on a waiting list!

Mario Marrello, our Autocross Chair and Past President, has put together a record lineup of eight autocrosses between April and October. The two main autocross

locations this year will be the Powerade Centre in Brampton and the John D. Bradley Convention Centre in Chatham. Registration for the Powerade Centre will be done via the BMW Trillium Club registration system, while the two in Chatham will be done via www.clubregistration.net

Our Fun Run Co-Chairs (Jason Figueiredo, Peter Hoffman, Cynthia Wong) have been working hard and they have already lined up eight events (six Fun Runs, one Tour and one Ramble) between May and October. If you are interested in becoming a Fun Run host, please contact Jason, Peter, or Cynthia.

And, while you're busy marking dates in your calendars, we're happy to announce that the new Pfaff Vaughan facility will host a special "Cars and Coffee" event for UCR members on the morning of Saturday, June 24.

As you know, UCR has 12 Socials a year, taking place on the second Tuesday of every month. Michael Pohlmann (Vice-President) and I have recently been acting as interim Socials Co-Chairs. Our long-time Socials partners—the Porsche dealerships—will be hosting four Socials in 2017: Downtown Porsche on July 11, Porsche Centre North Toronto on September 12, Porsche Centre Oakville on October 10, and Pfaff Vaughan on December 12. Therefore, eight Socials each year are hosted elsewhere and a guest speaker for each is needed. We would like to find two new Social Co-Chairs to share the load of organizing these events and so that each volunteer only needs to find four dynamic speakers per year. Please contact us if you are interested in becoming a Social Co-Chair.

"It's not just the cars, it's the people" that make our club so great! Do drive safely, enjoy and promote PCA and UCR, and if you can help in any way, we'd love to hear from you!

Kathleen



SUBMISSIONS

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

PROVINZ Information

EDITOR-IN-CHIEF

Randy D. Gananathan

ASSOCIATE/MEDIA EDITOR

Derek Cheung

PROOFING EDITORS

Gerry Cornwell, Joan Bercovitch, Daniel Bryan, Professor Thomas Brown, Technical Proofing & Validation

SUBMISSIONS EDITOR

Garth Stiebel

PORSCHEPHILE EDITOR

Rhonda Roberts, rhonda@invitalityliving.com

TECHNICAL ADVISOR

Professor Tom Brown

PROVINZ PHOTOGRAPHERS

Wolfgang "Sonny" Lott, Eshel Zweig, Elliot Alder, Graham Jardine

AD SALES

Elliot Alder, advertising-sales@pcaucr.org or info@elliotalder.com (647) 299-9234

DESIGN AND LAYOUT

Doug Switzer, AdverCom Consulting

PRINTING

Laser Reproduction Limited, Toronto, Ontario

CIRCULATION

This issue of PROVINZ was distributed to 2702 primary Upper Canada Region members and has over 4000 readers.

CONTACT UCR

Angie or Mark Herring at (905) 854-3332

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

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

membership@pcaucr.org

Canada Post Publications Mail Agreement Number: 40042299

Porsche Provinz (ISSN-0835-2151) is published monthly by the Porsche Club of America, Upper Canada Region Inc., (UCR). Copying for other than personal use, or of contents not owned by UCR, without the permission of UCR or the other copyright owner, is expressly prohibited. The ideas, opinions and suggestions expressed are those of the authors and not necessarily those of UCR. Photography and illustrations are used by permission of the artist(s) and are protected by copyright. The acceptance and display of advertising in this publication does not constitute any endorsement of the advertiser by UCR.

FIND IT ONLINE

www.pcaucr.org

The Mart: <http://pcaucr.org/classifieds/>

Classified ads can be submitted through the website.

DRIVER'S SEAT



Randy D. Gananathan, Editor

Drifting sideways on four wheels, learning the Scandinavian flick (a technique used in ice racing and rallying to flick the car through hairpin corners), autocrossing on ice, and honing winter driving skills on two connected

circular skidpads—that was Camp4 Canada, which ran the entire month of February! It was the best driving experience of my life. Add it to your bucket list and go do it! You'll be grinning the entire time you are there, driving alternating brand new Porsches! Read all about Provinz Photographer Eshel Zweig's own experiences on P24 and register for 2018 at:

<http://porschedrivingexperiencecanada.ca/en/about/>

What started over 40 years ago at the Hockenheimring racetrack, about 60 minutes from Zuffenhausen is now offered for the first time in Canada by Porsche Sport Driving School at Canadian Tire Motorsport Park to coach participants to drive Porsches to their fullest potential. Register at:

http://porschedrivingexperiencecanada.ca/en/driving_school/

The 62nd Annual Porsche Parade opened for registration on February 21st. Pay USD \$200 to register and book rooms now if you plan to go to Spokane in July. I am "in" and looking for a co-host going to Parade to work with together to setup the (4000 km one way) ramble/tour! Parade info is at: <http://parade2017.pca.org/index.html>

Member, Rob contacted me to feature Doug, his elementary school pal and best childhood buddy, a serious collector of Porsches. I summoned Elliot Alder, Provinz Contributing Photographer, to shoot and write this sweet Porsche story—Part I begins on P16.

Michelin's new Pilot Sport 4S is featured on P22 and the GT3 Test drive on P28.

Dave Osbourne has written 100 TrackTalk articles, astringent and opinionated on just about anything to do with the track and everything related to it and let's all applaud our Track Chair as he launches TrackTalk 101 on P38.

Randy

Write to me about everything: editor@pcaucr.org



CALENDAR OF UCR EVENTS

Jan	3	Tue	Board Meeting
	10	Tue	Social Islington Golf Club
Feb	7	Tue	Board Meeting
	14	Tue	Valentines Social - The Musket
Mar	3	Fri	UCR Ski Day Osler Bluff Ski Club
	7	Tue	Board Meeting
	14	Tue	Social - The Musket
Apr	4	Tue	Board Meeting
	11	Tue	Social - Islington Golf Club
	15	Sat	Introductory Driving School CTMP Driver Development Track
	23	Sun	Autocross - Powerade Centre
	25	Tue	Tech Session - Pfaff Autoworks
	29	Sat	Introductory Driving School CTMP Driver Development Track
	30	Sun	Shift into Spring - UCR Open House (427 Auto Collision)
	30	Sun	UCR Spring Rally
May	2	Tue	Board Meeting
	6-7	Sat/Sun	Driver Education CTMP Grand Prix Track
	7	Sun	Spring Port-to-Port-to-Port Fun Run
	9	Tue	Social - The Musket
	19-21	Fri-Sun	Frank Lloyd Wright Fallingwater Tour, PA, USA
Jun	2	Fri	Driven 2 Smile & Red and Black Run Groups - CTMP
	3-4	Sat/Sun	Driver Education CTMP Grand Prix Track
	4	Sun	Autocross - John D. Bradley Con- vention Centre (Chatham, ON)
	6	Tue	Board Meeting
	13	Tue	Social - UCR Business Meeting
	17	Sat	Bear Manor Niagara Escarpment Poker Run
	24	Sat	Cars & Coffee (9-11) Pfaff Vaughan
	25	Sun	Ancaster Fun Run For 924/944/968 Cars
	25	Sun	Autocross - Powerade Centre
Jul	4	Tue	Board Meeting
	8	Sat	Grand Niagara-on-the-Lake Fun Run
	9-15	Sun-Sat	2017 Porsche Parade (61st) Davenport Grand, Spokane, WA
	11	Tue	Social - Downtown Porsche
	22-23	Sat/Sun	Driver Education CTMP Grand Prix Track (No NNJR)
	22-31	Sat-Mon	Whale Tail Tour 2017
	30	Sun	Autocross - Powerade Centre
Aug	1	Tue	Board Meeting
	3	Thu	Test and Tune day, CMTF
	5-6	Sat/Sun	Club Race - Can/Am Challenge
	8	Tue	Social
	13	Sun	Autocross - Powerade Centre
	26-27	Sat/Sun	Driver Education CTMP Grand Prix Track
Sep	TBA	TBA	UCR Annual Picnic, Concours d'Elegance & Autumn Rally
	5	Tue	Board Meeting
	10	Sun	Autocross - John D. Bradley Con- vention Centre (Chatham, ON)
	12	Tue	Social - Porsche North Toronto
	17	Sun	Autocross - Powerade Centre
	22	Fri	Instructor Day - Red Run Group
	23-24	Sat/Sun	Driver Education CTMP
	24	Sun	Salmon Run & Fall Ramble
	27-03	Wed-Tue	Smoky Mountain Fall Tour
Oct	3	Tue	Board Meeting
	10	Tue	Social - Porsche Centre Oakville
	14-15	Sat-Sun	Driver Education CTMP
	22	Sun	Fall Port-to-Port-to-Port Fun Run
	28	Sat	UCR Annual Banquet Islington Golf Club
	29	Sun	Autocross - Powerade Centre
Nov	7	Tue	Board Meeting
	14	Tue	Social, Members Annual Meeting
Dec	5	Tue	Board Meeting
	12	Tue	Holiday Social - Paff Vaughan

More Calendar Info at: www.pcaucr.org



THE WAY WE WERE...

30 Years Ago

Your *Provinz* editor was **John Adam** and the team included names like **Bruce Farrow**, **Mark Herring**, **Dennis Rak** and **Colin Black**. **Marc Plouffe** promoted his UCR rally. He reported on his abysmal result as an entrant in a charity rally with a blind navigator. Downtown Fine Cars became an advertiser. We really enjoyed the monthly socials at Gasthaus Schrader. **Jack Boxtrom** was our guest speaker that month. Our UCR track events were at Shannonville and were single-day events followed by dinner at Little Lake Pavilion. The Mosport DE venue was hosted by Ottawa Region and NNJR. **Dennis Rak** wrote about emerging electronics. Our 1983 944 was offered for sale. It came with manda-tory UCR membership for buyer **David Morrison**.

25 Years Ago

David Gaunt was editor. **Bruce Farrow** made the cover in a 356 and wrote extensively about Classic Porsches. President **Clive Van Wert** extolled the virtues of driver ed, headed by **Crawford Reid** and chief instructor **Howard Dexter**. UCR was on track at Mosport for all their events. Shift Into Spring was at Howard Johnson on Dixon Road. **Steve Megill** was promoting Auto-cross. **Brett Goodman** was monthly speaker. **Scott Goodyear's** wife **Leslie Ann** had a baby boy. **Umberto Deboni** was promoting a swap meet. **Dennis Rak** wrote about coolant. As Zone 11 rep, I wrote about the PCA National meeting in SC and the upcoming Parade in San Diego – gosh, has it been 25 years? PCA Club Racing was being bandied about with a first race in the planning stages. **Richard Roell** was selling a 928S + various parts.

20 Years Ago

Rainer Beltzner was the boss. **Karl Thompson** editor. Big group at 24 Hours of Daytona and a lengthy report. **Andy Wright** was promising great fun at the Multi-Event Weekend in NOTL. The Boxster was to be intro-duced at UofT in April. **Jay Lloyds** was Racing Around the World, Part VII. **David Morrison**, who bought my 944 10 years earlier, was selling 911 parts—turncoat!

Contributed by **John Adam**, UCR Historian



Porsche of London

Porsche of London has a commitment to deliver the combination of pure driving pleasure and impeccable quality with each of our Porsche Approved Certified Pre-owned Vehicles. This means that our pre-owned Porsche inventory has been returned as close to its original condition as possible.

Porsche Approved Certified Pre-Owned

You can be assured that your new Porsche Approved Certified Pre-Owned vehicle from Porsche of London has undergone service and preparation worthy of the Porsche name and meets the standards you would expect. Each Porsche Approved Certified Pre-Owned vehicle also comes with a comprehensive warranty up to 6 years / 160,000kms.

Porsche of London

600 Oxford St. W.
London, Ontario
N6H 1T9
519.601.1322
porschelondon.com



NEW MEMBERS...Welcome!

Name	Location	Model	Thanks To
Winston Bennett	Kingston	17-Macan GTS	Downtown Porsche
Rajni Bhatia	London	17-Macan	Porsche of London
Greg Boehmer	Toronto	14-911 C4S	
Ryan Carney	Frederickhouse	84-944	
Yan Chen	Etobicoke	17-Macan	Downtown Porsche
Hyunmin Cheong	Toronto	06-Cayman S	
Chau Trieu Chim	Markham	17-Cayenne	Downtown Porsche
Matthew Cloutier	Toronto	99-911 C4	
Russell Comeau	Uxbridge	12-911 CS	
Alex Connolly	Campbellville	86-911 C Cab	
Martin Cowley	London	15-Boxster S	Porsche of London
Roger Curtis	Kingston	87-924 S	
Brian A. Davis	Toronto	73-911 E	Mark White
Cameron & Heidi Dickson	Mississauga	16-Panamera GTS	Downtown Porsche
Maria Teresa Drost	Toronto	14-Boxster S	Downtown Porsche
Marc-Andre Duguay	Angus	03-911 C Cab	
Kim Evanyshyn	Toronto	08-Boxster S	
Wayne Fawcett	Simcoe	87-924 S	Derek Fawcett
Craig Ferguson	Oakville	15-911 TS	
Derrick Fernandez	Ajax	17-Macan	Porsche of London
Xiaoyun Gu	Toronto	17-Macan GTS	Downtown Porsche
Sandia Hameed	London	16-Cayenne	Porsche of London
Scott & James Hargrove	Tsawwassen	17-911 GT3 RS	
Sultan Qasim Khan	Waterloo	06-Boxster	
Aleksandra Kovtanuka	Toronto	17-Macan	Downtown Porsche
John Kydd	Port Hope	15-911 C4S	Downtown Porsche
William Leak	Toronto	17-911	Downtown Porsche
Yu-Jun Li	Markham	17-Cayenne	Downtown Porsche
Shankai Lin	Kitchener	17-Cayenne	Porsche of London
Jiang Lin	North York	17-Cayenne	Downtown Porsche
Aidan Lin	North York	17-Cayenne	Downtown Porsche
Janet MacMillan	Toronto	17-718 Boxster	Downtown Porsche
Nicolas Marbella	Mississauga	07-Cayman	
Stephen Marusa	Oakville	08-Cayman / 97-911 T	Trf-In Lone Star
Donald McClure	Toronto	15-911 GTS	
James Morton	Toronto	76-914	
Michael Pedraza-Ponce	London	17-Cayenne	Porsche of London
Yue Peng	London	17-Cayenne SE	Porsche of London
Darryl Reynaert	London	17-911 C4S	Porsche of London
Dwayne Robertson & Jessica Roberts	Stoney Creek	90-928 GT	Dave Osborne
Cesar Rodrigues & Shannon Anderson	Mississauga	89-944 S2	
Spencer Sample	Toronto	89-911	John Sample
Jhase Sniderman	Toronto	17-Macan	Downtown Porsche
Paulette Sopoci	Toronto	13-Cayenne	Downtown Porsche
Ash Srivastava	Mississauga	14-Cayenne	Porsche of London
Darren Steedman	Aurora	17-Cayenne SE	Porsche of London
Randy Hoanh Cang Ta	Richmond Hill	17-Macan	Downtown Porsche
Michael Theodoridis	Toronto	17-911 C4	
Savvas Triantafyllides	Guelph	13-Cayenne	Downtown Porsche
Canson Tsang	North York	02-911 C4 Cab	
Don Ulmer	Mississauga	97-Boxster	
Michael Uster	Toronto	17-Cayenne	Downtown Porsche

Name	Location	Model	Thanks To
Alvin Vishnu	Pickering	17-Cayenne S	Downtown Porsche
Donna Wright	Toronto	14-911 C4S	Porsche of London
Philip Young	Woodstock	17-911 C4S	Porsche of London
Nannan Zhang	Markham	17-Cayenne	Downtown Porsche

ANNIVERSARIES...Congrats!

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

30YEARS

Ronald Cook & Mark Stevenson
Philip White (old Phil)

15YEARS

Paul Harte
Mike Ross
Bob Shanks & Kelly Shortt
Dave & Teresa Thomas

25YEARS

Brent Hunter & Patricia Newiem

10YEARS

Alan Bau
Brian Crockatt & Barbara Ross
Philip Downe
David Forbes & Anne Cooper
Bill & Laura Hanson
Hubert Lee

5YEARS

Rob & Shelley Annett
Dave Cramer
Jeffrey Feltham
Thomas Lewis
Stephen & Andy Michalchuk
Kofi Ofosu
Luke Pryshlak
Michael Smolders

2702

Primary UCR Members

3997

Total UCR Membership



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

BACKFIRE: Porsche Inspection Notice

Announcement by Porsche Cars Canada

Porsche Cars Canada, Ltd., issued a press release on January 27th informing that Porsche was inspecting 16,429 vehicles around the world in the 911 Carrera, 718 Boxster and 718 Cayman model lines, of which 427 are in Canada. On the affected vehicles, it is possible that that the screw connection on the fuel collection pipes may become loose. In the workshop, the fastening screws will be replaced with optimized screws. This is purely a precautionary measure.

The vehicle owners will be contacted directly by their responsible Porsche partner. The visit to the workshop will be arranged as soon as possible and will be handled free of charge.






Photo by Wolfgang (Sonny) Lott

UCR TECH SESSIONS

By Pete Koepfgen, UCR Member Photos by Dave Weston

Restoration of 1953 Porsche 356 Pre-A Chassis No. 51084



51084 as found and purchased.

Got a barn find 356? Come see the restoration of one of the first 5000 Porsches made. Reconstruction began in 1985 and the welding was finished within a couple of years. Then, life intervened and the Pre-A languished for about 25 years before restoration resumed in earnest. The car is now fully repaired and reassembled. The restoration team will provide a rare glimpse into the process of restoring an original 356. This event is limited to 15 UCR Members passionate about 356's.

Paul and Lynda Weese purchased this car in 1985 from a seller in Birmingham Michigan. Although not a driver, it was reasonably complete but a pretty sad sight. Paul began the reconstruction in Chatham, ON soon after the purchase and the welding was finished within a couple of years. Then, life intervened and the project languished for about 25 years before Dave Weston, also of Chatham, ON took over the restoration in earnest in 2015.

The car was completely disassembled, put on the rotisserie for alignment, sandblasted and epoxy primed. Mechanical parts were cleaned, repaired and repainted. MacKay Racing in Fergus, Ontario rebuilt the engine. Vic

Skirmants of North Branch, Michigan rebuilt the trans-axle. Bob's Speedometer of Howell Michigan rebuilt the three dash gauges. Stoddards of Willoughby, OH has been helpful in supplying information and parts. Restoration Design of Guelph, ON provided needed sheet metal parts. A new wire harness was purchased from YnZs Yesterday's Parts in California. The underside and parts of the interior were coated with a special product from Würth Canada of Guelph, ON. The body was sprayed two coats of colour and 4 coats of high-build clear coat. Following painting, the car was buffed with three grades of polish, then waxed. At the end of January, the car is fully repaired and reassembled. The current challenge is to find parts that are original to the period, particularly the interior. Dave has done 105% of the work on the car: 90% original work and 15% more to reconstruct the work done in the eighties.

- **Event Name:** Tech Session - 356 Pre-A Restoration
- **Event Date:** Sunday, March 26th, 2017
- **Time:** 1:00 pm to 4:00 pm
- **Venue:** Chatham, Ontario (Confirmed registrants will be provided venue address)
- **Registration Cost:** Free (Limited to 15 UCR Members passionate about 356's)

51084 after paint.



RALLY INVITATION



By Sajjad Butt, UCR Rally Chair

The UCR Spring Rally is just around the corner!



Participants must arrive at the Meadowvale Club, 6750 Mississauga Rd, Mississauga, ON L5N 2L3 (located behind the Hilton Hotel on Mississauga Rd at Argentia Drive, just south of 401) at 8:00 sharp to register and attend the drivers briefing while snacking on coffee and donuts. Cars will depart at 8:30 a.m., on a half-day journey through some of the most thrilling roads to drive on surrounded by scenic sights of the countryside and cityscapes to end at the UCR Open House at 427 Auto Collision, 395 Evans Ave, Etobicoke, ON M8Z 1K8.

A Rally is a technical driving event. Multiple checkpoints time the cars and penalize early or late arrivals at checkpoints. Trip odometers are set to zero at the calibration point after a short drive from the starting point to get drivers and navigators accustomed to the written instructions of the route. From the calibration point forward, there will be no information about road names. Navigators must pay careful attention to the way points, landmarks and constantly check with drivers for odometer readings. Driving directions forward of the calibration point are provided in Kilometres and Miles, such as "Drive 3km (1.86 Miles) and turn right" followed by

step-by-step distance to each way point for navigation of the entire rally. The route instruction sheet will also have questions about significant landmarks to score points for observation, so familiarize yourself with the questions before you drive off and keep eyes open to recognize and record the landmarks.

There will be lots of prizes and the entry fee is a nominal \$20 per car. Lunch is not included in the registration fee, but available at the end of the rally at the UCR Open House for a charitable donation by purchasing meal tickets.

- **Event Name:** UCR Spring Rally
- **Event Date:** Sunday, April 30, 2016
- **Start Time:** 8:00 a.m.
- **Starting Point:** The Meadowvale Club
6750 Mississauga Rd, Mississauga, ON L5N 2L3
(located behind the Hilton Hotel on Mississauga Rd. at Argentia Drive, just south of 401)
- **Ending Time:** 11:30 a.m.
- **Ending Point:** 427 Auto Collision
395 Evans Ave, Etobicoke, ON M8Z 1K8
- **Registration Fee:** \$20 (per car)
- **Register at:** www.clubregistration.net

SOCIAL EVENTS

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

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

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

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



Coming Events

MARCH SOCIAL:

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

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

March Break time! Bring the family out to our March social for a fabulous evening of car talk and future events discussion.

Guest Speaker: Henry Costa – Owner of Refined Motorsports

Henry moved from his native Portugal to Germany in the early 1960's. Knowing some German, he trained at the Porsche factory in Stuttgart-Zuffenhausen and worked in the factory repair shop from 1965 to 1972. He worked on various 356 models and the first 911s, fixing recurring problems in the cars by making changes to the assembly process so problems were resolved once and for all on the production line. Henry also had further Porsche training throughout the world and immigrated to Canada where he worked as the head Porsche technician at Downtown Fine Cars for almost 20 years. Henry has since owned his own Porsche repair shop in Toronto. He is a long time UCR member and advertiser in *Provinz*.

APRIL SOCIAL:

Date: Tuesday, April 11, 2016, 6:30-9pm, Dinner at 7pm

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

Guest Speaker: Karl Thomson – Team Principal, C360R Compass Racing

Karl joined UCR in 1991 and a short time later began his motorsports career as a student in UCR's driver education program in 1994 with his 944 Turbo. When he became an instructor he was one of the youngest ever in PCA. He progressed through PCA Club Racing and in 2003 formed C360R, a professional motorsports operation that prepares and races cars in sportscar series in North America. This multiple championship-winning team has fielded cars in IMSA's WeatherTech Championship, the Continental Tire Sports Car Challenge, the Pirelli World Challenge, Canadian Touring Car and PCA events.

As a driver with the team, Karl has won twelve pro races, and been on the year-end podium in four different championships. He finished second in the 24 Hours of Daytona in a Porsche Cayman in 2013. As a team owner, he has had drivers win over 50 races and five professional sports car championships between them. Beyond that, C360R has won ten Manufacturer's championships with their automotive partners.

Toronto-based C360R currently fields two McLaren 570S GT4s, a duo of Audi RS3 and S3s, and an Audi TT RS VLN. Watch for details in the monthly eBlast and at: www.pcaucr.org.

Registration: Further information and registration is at www.ClubRegistration.net



FEBRUARY SOCIAL

By Kathleen Wong, UCR President

UCR Valentines

Coincidentally, our February Social on the second Tuesday fell on February 14th and drew UCR members to celebrate Valentine's Day at the Musket Restaurant. First time attendees to a UCR social received Porsche Pins - Roderick and Cynthia Young, Terrence Tong and Judy Tsang.

Valentine's day romantic news shared at this event were: Peter Oakes (Director and Past Treasurer) and Beth Oakes celebrating their 43rd anniversary in May; Michael Pohlmann (Vice-President and Past Treasurer) and Veronica Low celebrated their first Valentine's Day, after getting married in October 2016; Terrence Tong (Treasurer) proposed to Judy Tsang in early February 2017 when he rented a 964 Turbo to take a spin around Mt Fuji in Japan!

We had the following lucky winners at the prize draw: Evan Chang got a Porsche Spyder t-shirt; Izabela Sachs got a Porsche crest green leather key chain; Kim Viney got a passport/cards holder from 2016 Porsche Parade at Jay Peak Vermont; Dagmar Reuhl-Pegg got a Porsche cap; Pam Bryan and Carrie Tipton got Porsche posters. Thanks go to Dagmar Reuhl-Pegg for selecting the draw prizes and Kim Viney for helping with on-



Above: Michael Pohlmann and Veronica Low were married last October and celebrated their first Valentine's Day together. Right: Peter and Beth Oakes will celebrate their 43rd anniversary this May. (Photos by Eshel Zweig)



Above: Booting it around Mt. Fuji, Japan in Terrence Tong's 964 Turbo rental car.



line registration. Please join us at the Musket again for our Tuesday March 14 social when the speaker will be Henry Costa of Refined Motorsports.



Above: Terrence Tong and Judy Tsang became engaged in Feb. 2017. Right: Evan Chang and Emma Ding. (Photo by Eshel Zweig)



Above Right: The Musket Restaurant. Below Right: Carrie and David Tipton (Photos by Eshel Zweig)



CYNTHIA WONG

An Autobiography



By Cynthia Wong, UCR Fun Runs Co-chair

My passion for cars probably started sometime during my high school days. During those years, I was a huge fan of Formula 1 – waking up on Sunday mornings to watch cars drive around in circles, 70 times. Eventually, the interest spilled over into road-cars, once I had my driver's license! Anyhow – fast forward a few years (or a decade), and several cars later, I decided I needed a “fun” car. I had the perfect excuse – I didn't need a car to commute for work, and only needed something fun for the weekends. I knew I wanted a mid-engine, rear wheel drive car, this time around. That requirement narrowed down my choices of cars significantly, and after

a few months of searching, a friend sent me an ad for a Cayman S Sport Edition. Before long, I had the keys to my new toy.

About a year ago, I decided I wanted to do some volunteer work. Based on a recommendation from a friend, also a fellow PCA UCR member and volunteer, I applied to be a Fun Run co-chair. I'm currently about a year into this role - and thoroughly enjoying it so far. Glad to have met a few members last year and hoping to attend more events during the 2017 season to meet more UCR members! See you around!



PETER HOFFMAN



By Peter Hoffman, UCR Fun Runs Co-chair

I've been a Porsche fanatic for over 60 years from when I received a brand new, Guards Red, 356 Roadster (25 cm. working model) by my uncle while living in Hungary. (See Provinz, September 2016 page 10 <http://pcaucr.org/my-first-porsche/>) To this day, I still cherish that Porsche as one of my most prized possessions. I acquired my first, full-size P-car in 2000, a 1997 Arctic Silver Boxster. I loved to drive that Boxster all over town, but longed for a more

engaging driving experience. My friend, who owned a Ferrari told me about the drives he took with the Ferrari club, so in 2001 I joined UCR and have not looked back since. During my 15 years with the club, I signed up for all the Fun Runs, Tours, Targas, Rallies I could fit into my schedule. I did IDS and after getting so much out of it, signed up my young son to hone his driving skills as well.

In addition to participating in countless driving and social events, over the years I've helped organize Fun Runs, Shift into Spring and Concourse events. I currently drive a 2009 Aqua Blue Targa 4S which I use as a year round daily driver and with my wife Andréa, take on multi-week road trips to far off destinations such as the Florida Keys and Atlantic Canada. I've also been an avid sailor and can be found during the summer racing on a 35-foot sailboat somewhere on Lake Ontario.

After a 35 year career as a management consultant, I am now semi-retired and when not involved with the Porsche Club, my lovely wife Andréa, our children and grandchildren, I undertake pro-bono strategic consulting for organizations such as War Child Canada and the National Yacht Club.

I look forward to meeting many UCR members in 2017 and working with Fun Run Hosts in my new role.



©2016 Porsche Cars Canada, Ltd. Porsche recommends seatbelt usage and observance of all traffic laws at all times.



Presenting your Summer getaway plan.

Overall power and efficiency are increased using new turbocharged horizontally opposed engines that provide more power, considerably more torque with lower overall consumption. The all-new 718 models, the perfect solution for your summer escape.

Downtown Porsche. Porsche experts since 1977.

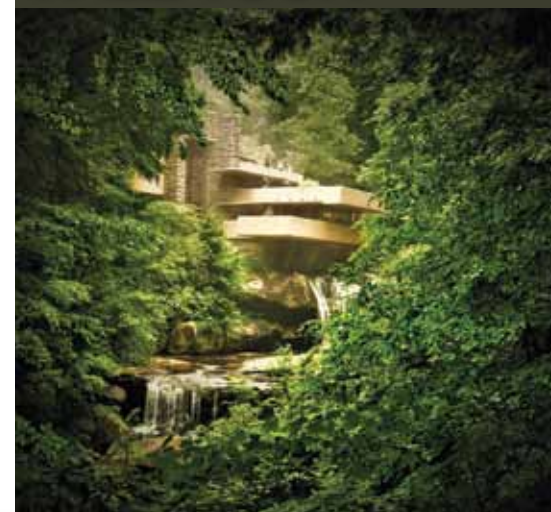


(416) 603-9988 | 68 Parliament St.
Toronto, ON M5A 0B2
www.dtcporsche.com
Right at the corner of Front & Parliament



PORSCHE

FALLINGWATER FALL TOUR



Contact Jason Figueiredo:
jasonfig993@gmail.com

- aerokits
- power upgrades
- big brake kits
- full conversions
- interior upgrades

Looking to boost your excitement?

RUF Automobile Canada
Locations in both Vancouver and Calgary
www.rufauto.ca 1-888-672-0784

BLACK APPLES, BLACK ORANGES

Part 1



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

Every Monday, two overgrown children chuckle at the thought of their old schedules and journey out to a giant toybox near Toronto. Looking at one's dad sweaters and the other's Pumas, one would be forgiven for thinking them an unlikely pair. These self-described “apples and oranges” are here for a familiar reason, however. Their mugs topped up with Baileys and classic rock playing in the background, they shoot the breeze and bond over the muses they've shared since grade school – terrifying cars.

On the one hand is a quiet and contemplative man named Doug, who learned the family trade at a young age and worked steadily to grow the business ever since. Beginning with his first car (a Ford Mustang that he still maintains), Doug has gradually built up a collection of unique, low-mileage cars that most enthusiasts could only dream of. At the core of this are his prized 911s, each representing their generational flagship's last year of production. Beginning with a 930 Turbo 3.3, the chronology carries on into one of thirty-nine X85 964 Turbo S flachbaus, a 993 Turbo S, a 996 GT2, a 997 Turbo S, and

will soon include a 991 as well. The new McLaren in the corner, I'm told, is his summer beater.

Rob, on the other hand, has always moved with a little more urgency. After starting himself in a high-overhead industry, he had to establish and grow his business as quickly and efficiently as possible. It has certainly paid off, and where Doug's collection has been decades in the making, Rob has assembled his in just three years. Though today it could more accurately be described as a stable, Rob's Rosso Corsa lineup is punctuated by a few special Porsches that complement Doug's. Since starting with his 'grail car' (an exceedingly rare 964 Turbo S Package – one of 17 ever made) in 2014, he has picked up a 930, a one-owner 944, and a barely-unwrapped, ultra rare black PTS 991 GT3RS.

Although their lives and collections have developed along different paths, they share common roots. Doug and Rob have been best friends since the fifth grade. Starting with dirtbikes (before graduating on to proper cars), the two have had over forty years to cultivate hilariously different (and equally paradoxical) personalities

while still fawning over the same subjects. But before we start, we are going to turn back to the decade of absurd dancing and outlandish cars – the 1970s.

Teenage boys like to sneak in to the sorts of places where they can shamelessly drool over voluptuous curves, and Doug and Rob were no exception. On one such pilgrimage, however, they fell head-over-heels for one out-of-reach rear end in particular. Acknowledging the cliché, Doug recounts turning to Rob in front of a bold black 930 at Downtown Fine Cars and telling him that he would “have to own one some day.” Over the next few months we are going to be looking at each of the two UCR members—Doug and Rob's vehicles, their approaches to collecting, and what makes these two petrolheads' garages so unique.

At its heart, the Porsche 911 has always been a relatively sensible sports car. The engine may have been in an odd place, but this allowed for two extra seats in the back. It could speed through the twisties if you wanted it to, but it could also haul children and groceries, and even pioneered the rear wiper. Not only did it become the

quintessential 2+2 sports car, but it was also a humorously stereotypical German sports car.

Porsche has always treated the racing circuit as a proving ground for future road technologies, and in 1972 Zuffenhausen was looking to take a cataclysmic step. Reflecting on the successes of turbocharged racers like the

continued on page 18...





gatekeeper; behind it, Rob's classic 4-speed waits patiently to come down from its lift. There is little indication that either car has been exposed to the dangers of the road, yet Rob's has been enjoyed over some 56,000 miles (though Doug's has admittedly only seen 3,060). From their factory Blaupunkt stereos to their untinted windows and gleaming leather, a fine polish accentuates both cars' exceptional condition and originality. Much to Doug and Rob's amusement, I hesitate even to approach without cotton gloves and shoeless feet.

Descending on the cars with a camera and two strobes in this dustless, positively-pressurized environment with automatic CO evacuation systems is something straight out of a dream. Attitudes toward driving and preservation are to be the subject of a later article, but even for someone inclined toward the former, it is hard to discount the validity of the beauty afforded by the latter. I had shot with Rob's car before, but having the two together was a unique pleasure. Seeing the cars from two angles at once, a pose directed by our *Provinz* Editor, provided a new perspective on the glamour and absurdity of their proportions. By tessellating their rear ends, the eye is drawn down from the brutality of their spoilers to the beauty of their bumpers' complementary curves. Viewed in this



“...tessellating rear ends.”

BLACK...continued from page 17.

917, Porsche engineers began to explore how this technology could be applied to the famed 911. Known internally as the 930, Porsche mated the proven 3.0L flat-six with a slow but violent Kühnle, Kopp & Kausch turbocharger. A reinforced four-speed transmission absorbed the increased torque coming down from the crank, and could thrust the Turbo to a blistering 250 km/h; over time, this configuration evolved into a more predictable 3.3 litre, 280 km/h terror. Sensibility be damned, this whale-tailed thriller transformed the 911 into an exhilarating exigency. And while it was originally only intended as a 400-example homologation special to meet FIA requirements for the 934 and 935 race cars, the road-going Turbo's wide haunches and enormous torque attracted unprecedented attention and quickly sowed the seeds of a legend.

In all, more than 21,000 930 Turbos were built between 1975 and 1989. One needn't look far to find a respectable example today, especially as rising values draw ever more cars out of the woodwork. But while plenty of 'widow-makers' can still be found prowling down Bay Street, few can hold a candle to this pair.

Like kids with friendship bracelets, Rob and Doug share keys to one another's garage. Rob is just pouring his coffee as I step into his shop for an early-morning shoot, so Doug's freshly unloaded '89 5-speed serves as



“From their factory Blaupunkt stereos to their untinted windows and gleaming leather, a fine polish accentuates both cars' exceptional condition and originality.”

way, even polarizing details like the G-series impact accordions accentuate the 930's artful geometry. Swathed in soft light, I might actually dare to call these monsters pretty. You still get the sense that they would rather be preying upon small animals, but there is a simultaneous peace to be found in their sweeping, unblemished lines.

High contrast photography often depends on the

condition of the subject. Shooting from tight angles typically reveals hidden blemishes, yet here the harsh light of the flash simply casts easily missed details like the under-wing Porsche crest into pleasing relief. The photographers reading this will doubtless be accustomed to adjusting their composition to conceal unflattering

continued on page 20...



MADE IN GERMANY
Since 1950

SONAX
CarCare Products

www.sonaxcanada.com • 905 822 7223 • sales@sonaxcanada.com

BLACK...continued from page 19.

dirt or other imperfections, but this simply wasn't necessary – indeed, the greatest hardship of the day was simply trying to keep Rob's F40 out of the background.

The February weather is still too Canadian to take them outside, but even just turning the keys of these grumbling 3.3s is a thrilling experience. The interior has all the comforts of any other G-series 911, but any illusion of beauty is shattered the moment the starters catch. Looking at that great wing in the gently vibrating mirror, one is nevertheless reminded of how this car earned its infamous nickname. It isn't hard to see how the comfortable seats and modest tone of the lower revs could lull a yuppie into complacent driving habits – at least until they gave the turbo enough whoosh on a spirited evening and suddenly found themselves turned the wrong way 'round.



FURTMAIR AUTO SERVICES INC.

51 Bridge St. E, Kitchener, Ontario N2K 1J7

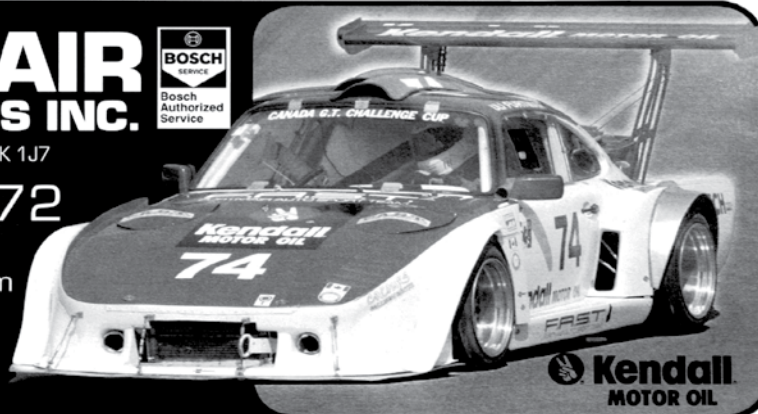
519-576-9972

fax: 519-576-7169

e-mail: fast@furtmair.com

web: www.furtmair.com

Free PCA
Safety Inspection



Kendall
MOTOR OIL

RESTORATION



Design INC.

Canadian Shops and Collectors

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

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

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

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

RESTORATION-DESIGN.COM

NUNC EST BIBENDUM

Michelin Pilot Sport⁴ S Performance Report

By Randy Gananathan, *Provinz* Editor



TECH TALK

Porsche has innovated since 1949, producing the finest sports cars that become better with every new generation while maintaining links to their past. Michelin has been doing very similar improvements to the tires that go on our ever-improving Porsches with a history dating back to 1889 when the two Michelin brothers helped to repair a bicycle tire and then launched what has become one of, if not “the” world’s top tire company.

Pilot Sport 4S is Michelin's newest ultra high performance street tire that offers super performance on the track. Released for sale in Canada and USA on March 1st, bearing a (Y) speed rating (300+ km/h), PS4S comes with a 50,000-Kilometre Limited Warranty. The product line initially includes 36 sizes, in widths ranging from 225mm to 345mm, aspect ratios from 30 to 45, and rim diameters from 18 to 20 inches. Starting retail price is \$300.00 Canadian via Porsche dealers and Michelin tire retailers.

What's amazing about this new tire is that it is a street tire that outperforms to such an extent that it is a superb track tire for IDS and beginner levels of DE without having to invest in an extra set of track tires and rims. PS4S is possibly your best investment if you plan to join the UCR track team starting April 29th at the first IDS for 2017 and DE events thereafter.

Michelin took the bold step of comparing this new Pilot Sport 4S in real life situations on the track and in everyday driving to boldly publish the results with Pilot Sport 4S topping every category!

Let's take a step back. Remember, Michelin Pilot Super Sport? The tire we all know so well? Among others, Car & Driver said "the PSS has the best balance of wet and dry performance we've ever experienced in testing"; Road & Track said "The Super Sport's increased dry handling

and stability under braking is appreciable. Even in the wet, PSS seems to grip the asphalt with more confidence"; and Motor Trend said: "Michelin set out to make a better tire and from what we've seen, has succeeded. The new Pilot Super Sport will once again put Michelin atop the UHP (Ultra High Performance) tire segment". Accolades such as these from independent and critical enterprises that thrive on their reputation of accurate assessments to make a living, are nearly impossible to come by, but to exceed the performance of the older, fairly recently introduced Pilot Super Sport with a better performing tire is simply a feat of imagination realized by keeping to the original company advertising slogan of "Nunc est bibendum" from an original poster of the Michelin mascot, that holds so true to this new Pilot Super 4S as it just devours the road unlike any other.

How do I say that with such confidence? Winning the Porscheplatz lucky ticket draw at CTMP in 2016 gave me the opportunity to recently test this tire first hand in a controlled and safe test track. I achieved a 113 ft. straight line stopping distance from 100 km/h, braking to a dead stop in a family sedan and am convinced of the ability for this tire to stop at the published figure of 110.43 ft. by Michelin, at the hands of a professional test driver! And, that's 3.54 ft. sooner than Michelin's well-known winner, the PSS!

Let's look at all the numbers Michelin announced for PS4S (These charts compare the competition!):

• #1 Dry Lap Time: PS4S timed 80.33 seconds, in a 1.6 Mile track! That's 0.16 seconds faster than PSS! Based on commissioned third-party 1.6-mile circuit lap time tests conducted by TÜV SÜD in Papenburg and Memmingen, Germany.

- #1 in Wet Braking: PS4S prevailed over competitors



Below Left: PS4S hybrid belt design. Middle: Dual Compound tread design. Right: Unique "lightning flash" tread pattern enables precise control of the contact patch.



when braking from 80 km/h to a complete stop in 27.73M (90.97 ft.)

- #1 in Dry Braking: Excelled in comparison to its competitors when braking on a dry surface from 100 km/h to a complete stop in 33.66M (110.43 ft.)

How does Michelin achieve these outstanding performance numbers? Dynamic response technology built into the PS4S utilizes a hybrid belt and the resulting variable contact patch ensures optimum response around corners and superior traction down the straights. Though previously unimaginable, the superior compounding of the Michelin wet tires unleashed the GT cars to outpace the far more powerful Prototypes for the overall win at the rain soaked 2015 Petit Le Mans. By using a multi-tread compound construction of the proven wet and dry chemistry, PS4S utilizes two different elastomers in the tread to offer exceptional dry grip and improved wet braking in one tire for the first time! The “lightning flash” mold profile sets PS4S apart from all other tires and enables precise control of the shape of the contact patch.

Such superior performance helps Porsche and other leading sports car manufacturers who want to deliver the exceptional, choose PS4S for their most demanding, most powerful cars, because after all, notwithstanding all of the electronics in stability controls and precise geometric performance of suspensions, it is those four contact patches that matter the most for the safe enjoyment of our hobby.

Michelin Pilot Sport 4S is the tire that has impressed me the most, first hand! But who am I, so go try them for yourself when the next opportunity presents to change tires on your P-car and write back describing your own experience.

SIDEWAYS THROUGH THE SNOW

Four Wheel Drifting with Studded Tires on Ice Packed Tracks...
Incredible 2017 Camp4 Canada



The most perfect winter wonderland that any Porscheophile can imagine.

Trip Log and Photos by Eshel Zweig, *Provinz* Photographer

Every February, Porsche Canada takes over a special ice-and-snow-testing facility in the Laurentians called Mecaglisie. Taking a challenging multi elevation summer track, transforming it into a wintry playground for sports cars. It's called Camp4 Canada, and it's an amazing combination of driving school, extreme sport, and winter vacation. I was privileged to join a group from Pfaff Porsche to sample this year's event.

Home base for Camp4 Canada is the Estérel Resort, 39 Chemin Fridolin-Simard, Estérel, QC J0T 1E0, about an hour north of Montreal. Our group of over 40 participants arrived at the hotel separately, and our first chance to acquaint ourselves with each other was at an intimate dinner held in the hotel's restaurant, overlooking a frozen lake. At dinner we also met the amazing training/support team Porsche Canada had assembled, led by Jennifer Cooper, who set us up for the next day's activities. With just one night's stay during our dealer pro-



Our home base for Camp4 Canada 2017: the Estérel Resort, in Estérel, Québec, about an hour north of Montreal.

gram (longer programs are available at: <http://porsche-drivingexperiencecanada.ca/en/about/>), we didn't really get a chance to enjoy the luxury of our amazing rooms with fireplaces, most featuring outdoor Jacuzzis and other five-star amenities such as the Nordic Spa.

Our action-packed day started with a classroom

continued on page 26...



Masterful driving skills being demonstrated by the instructors.



Check-in and registration at Camp4 Canada 2017.

briefing, discussion of the driving exercises, an introduction to our instructor team, who all had accomplished racing histories - indeed, one of our instructors, Kees Nierop, drove for the Porsche factory at Le Mans in the one-off 961 race car. Jonathan Urlin the lead instructor and presenter did a wonderful job presenting and orchestrating the flow of events, plus demonstrating his masterful driving abilities throughout the day.

After the briefing we were shuttled to Mecaglissee for a full day of exercises behind the wheel of a variety of Porsche sports car models, from the mid-engined Boxster and Cayman pair, to both rear and all-wheel drive 911 Carrera S and 4S. All of the vehicles were brand-new, the latest-generation models with turbocharged, horizontally-opposed engines producing more power and torque than ever! The perfect winter wonderland any Porscheophile can imagine.

The day was divided into four groups of exercises that were designed to teach how each of the different drivetrain configurations behaved under extreme circumstances, with traction and stability control turned off, and with the rear or all four wheel sliding. Developing our skills on a giant skidpad, as well as several racetracks carved into the snow and ice over weeks of building by repeated watering to a rock solid ice base, we learned how to unsettle the cars and pitch them into beautiful four-wheel drifts, using the throttle, instead of the steering, to adjust their cornering attitude and drive an autocross course at progressively increasing speeds. After lunch, the instructors brought in the concept of the "Scandinavian flick," which involves steering in the opposite direction to a corner before using the gas pedal to fling the rear around in the opposite direction, straightening the front wheels and exiting a 90-degree bend in style.

It all came together at the end of the day, where our 32 cars all went out on a giant circuit, allowing us to practice all of the techniques we had learned, and get



At the classroom briefing we discussed the driving exercises, were introduced to our instructor team, and shown the dynamics of the different drivetrain configurations



The amazing training and support team assembled by Porsche Canada and led by Jennifer Cooper.



Alessandra Terzo of Pfaff Motors with Camp 4 Organizer Jennifer Cooper.



into a real rhythm with the cars. The final exercise also allowed us to compare the behaviour of all of the cars in an apples-to-apples way. Personally, while I loved the responsiveness of the Boxster and Cayman, and the incredible speed you could carry through corners in the Carrera 4S, the rear-wheel drive Carrera S was easily my favourite. It was easy to get sliding, easy to keep sliding, and made me feel like a hero in every corner.

And before we knew it, the day was over, the sun drifting below the horizon as we headed to the airport. I came away from Camp4 with a new-found respect for how capable Porsche sports cars are in the snow—as well as a deep admiration for the people that help make this event the success it is year after year as one of the global must do bucket list events for anyone interested in sports cars. Special thanks from my side go out to the four incredible instructor and support teams presented by Porsche Canada, as well as Ashley Berkel, John Pera, and Alessandra Terzo from Pfaff.

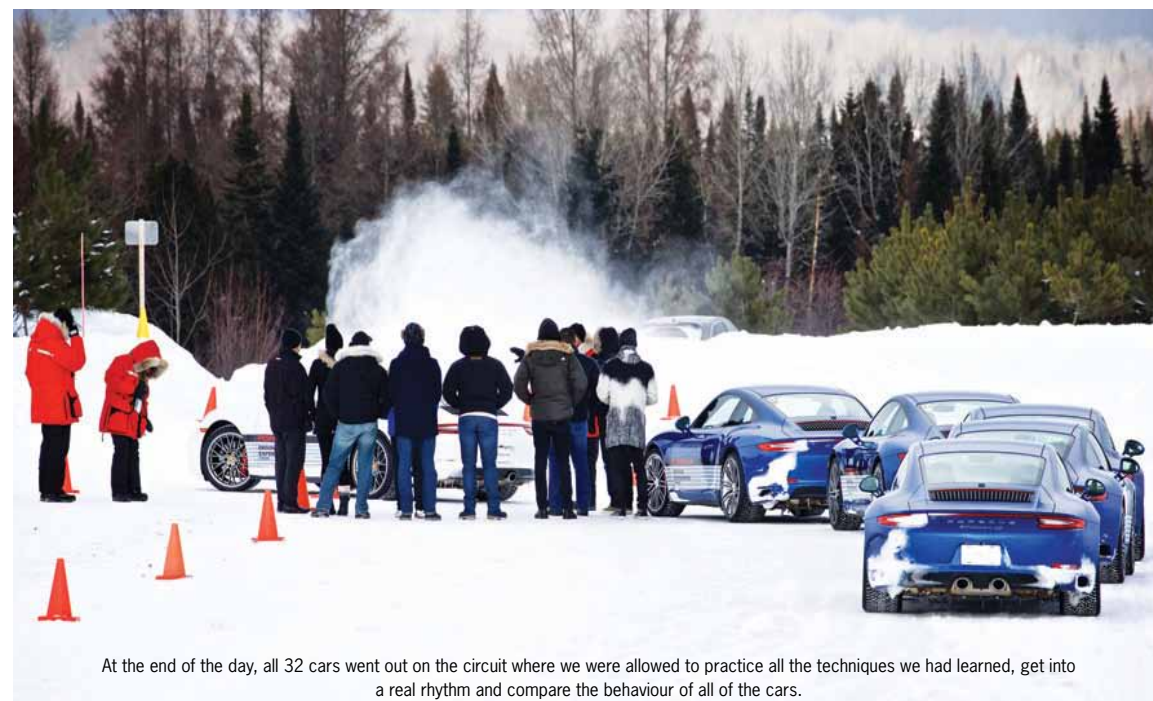
It was also a great pleasure to drive with Peter Groenke and Mike McCarthy of Pfaff Porsche, people that I have known for many many years, both are true professionals in the world of Porsche dealerships and highly skilled drivers.



Our group of 40 participants getting acquainted over a sumptuous dinner on our first night.



We didn't get a lot of time to enjoy our fabulous rooms at the resort.



At the end of the day, all 32 cars went out on the circuit where we were allowed to practice all the techniques we had learned, get into a real rhythm and compare the behaviour of all of the cars.



BARBER VISIT

Porsche Press Release featured by Randy Gananathan, *Provinz* Editor

Porsche GT3 Cup Challenge Teams Test 2017 911 GT3 Cup Car

Five IMSA Porsche GT3 Cup Challenge by Yokohama teams tested the new, 2017-specification Porsche 911 GT3 Cup racecar on February 8 at Barber Motorsports Park, and all came away feeling enthusiastic about the “Generation 2” machine.

Four standout Porsche GT3 Cup Challenge USA by Yokohama teams participated in the test at Barber, located in Birmingham, Alabama – test host Moorespeed, Alex Job Racing, TOPP Racing and Wright Motorsports. Pfaff Motorsports represented the Ultra 94 Porsche GT3 Cup Challenge Canada by Yokohama at the test, which was shortened from two days to one due to severe thunderstorms on February 7.

Eleven series regular drivers and an array of test drivers and driver coaches turned laps in the updated 911 GT3 Cup machine on the 15-turn, 2.38-mile circuit at Barber, which will host Rounds 3 and 4 of the USA series April 21-23; the series’ first trip to the picturesque track.

The new-for-2017 model will comprise the Platinum

Cup class in the USA and Canada series. The Generation 1 car becomes eligible for the Gold Cup class in both series.

This was the largest gathering of the 2017-specification cars for testing to date. The new car will be used this season in the USA and Canadian Porsche GT3 Cup Challenge series as well as in the Porsche Mobil 1 Supercup, an official support series to the FIA Formula 1 World Championship.

Porsche Motorsport North America, Yokohama, VP Fuels and IMSA provided technical support to all of the teams at the test. Engineers from Porsche Motorsport Germany also attended the test to assist teams as they learn more about the new car.

The 2017 Porsche GT3 Cup Challenge USA by Yokohama season opens March 16-17 at Sebring International Raceway in Sebring, Florida, during the Mobil 1 Twelve Hours of Sebring Fueled by Fresh From Florida IMSA WeatherTech SportsCar Championship endurance classic.



395 Evans Avenue
Toronto, Ontario
M8Z 1K8
416.259.6344
info@427auto.com

Owned and operated by the same family for over 40 years, 427 Auto Collision is your trusted source for assurance, reliability and dependability in collision repair.

Proud member of the Porsche Certified Collision Centre program.

**WHEN YOU HAVE TO PARK IT,
PARK IT ON THE BEST**

Pfaff Motorsports on RaceDeck Free-Flow

1-866-718-9178
totalsportsolutions.ca



RAPTUROUS RIDE

Info & Photos By Greg Martin, UCR Member

Here is my 1996 C2 6 speed. It came with LSD (limited slip differential), ABD (automatic braking differential) and 18 inch Turbo Twist wheels. I've added an RS clutch and light weight fly-wheel, HID light kit, yellow Bilstein shocks, red H&R springs (lowered), a short shift kit, 3 spoke steering

wheel with Porsche crest and a Fabspeed intake/exhaust with high flow cats. I have also purchased a 1997 computer (you can not re-program a 1996 C2 computer) and had Steve Wong reprogram it for the clutch/flywheel and intake/cats/exhaust. Is this a rapturous ride or what?



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 and tell me about the car you have in mind. I look forward to hearing from you!

Randy Ganathan
Provinz Magazine
editor@pcaucr.org



**An experience over
50 years in the making.**

The new Pfaff Porsche. Opening spring 2017.

pfaffporsche.com



PFAFF





SQUEALING TIRES

Autocrossing in the Classic Car Capital of Canada

Story & Photos By Jeff Malicki, UCR Member

On the weekend of October 3, I entered my first autocross in Chatham and, boy, was it an enjoyable time! Having heard experiences from members who participated in them and reading of autocrosses in Provinz Magazine, I figured that it was a worthwhile event. Well, to be honest, it was beyond my expectations.

Naturally I was excited when Mario Marrello posted the event on the PCA UCR website. Pete Koepfgen was also instrumental in organizing this event in Chatham. Probably being the first one to register, I was curious about how my driving skills measured up and whether a twenty-one year old car would handle the stresses of such a venue.

Aside from less tread on my '96's tires from squealing around corners, the only other thing that I lost was a few thousand calories from exertion. I would say that that's a nice compromise for an enjoyable day on the tarmac.

Especially nice was meeting car fanatics of all ages. Listening to their stories about their cars and their lives makes being in a club and participating in autocrosses so worthwhile. For instance, Blake, who brought his Acura Integra R because his 1974 911 is currently being restored for track use.

I thought that it is especially entertaining and informative to sit in the passenger seat of a fellow participant named Joost Gragtman as he aggressively, yet safely, traversed the course at near break-neck speeds in his 2005 911 S Cabriolet.

Or the friendly couple named Tom and Deb from Ipperwash who allowed me to drive their '04 Boxster and brand new '17 Macan. To drive such newer cars gave me an appreciation of how technology has transformed the performance of new cars. Also an instant realization that was of interest to

me was the different chassis set-ups of these vehicles and how they perform in stressed situations.

I am happy to report that my times decreased each time I went out, which is a testament to listening to advice from others, being smoother in the driver's seat and having calmer nerves. The track also dried up as the morning progressed and the obvious tire marks around the pylons most certainly helped grip.

As the day progressed and it was time to depart, I drove home satisfied that autocrosses are excellent ways to exercise your Porsche in a safe and enjoyable environment. Thanks to the many people who put on events for PCA UCR. If you get

a chance to participate in an event like this, make sure you register because it is certainly a worthwhile event not to be missed.

Be sure to mark these future dates down in your calendar and look for registration in an upcoming issue of *Provinz*. The organizers are currently planning some interesting and informative additions that are sure to satisfy the Porsche enthusiast.

Mark your calendars for Sunday, June 4 and Sunday, September 10, 2017.

See you at the next autocross in Chatham!



www.huntermotorsports.ca

1711 Mattawa Avenue
Mississauga, ON L4X 1K5

905.272.5137

HUNTER
motorsports

Dream Car. Meet Dream Home.



Susan Krever, Sales Representative
susankrever@chestnutpark.com
 416 925 9191 | 416 258 3920
www.SusanKrever.com



CHRISTIE'S
INTERNATIONAL REAL ESTATE

SPARK PLUGS



There Ain't No Fire When There Ain't No Spark

Story and photos by Jay Lloyds Edited by Daniel Bryan

Some readers may dismiss this article about spark plugs as overly technical, but if you take away nothing else from it, please understand that as a driver of a high-performance Porsche, it is very important that you make informed decisions about the products and parts you install into your vehicle. So your choice of spark plugs deserves some consideration, and hopefully this article will be of some benefit.

Early man achieved more than just standing upright. Probably by accident, those primitive beings somehow discovered the first ignition source for a fire. Whether it was a spark from a flint or by heat through friction, little did they know that this flicker of life might one day be used in what we call “the car”—and also have so many other uses. The ability to create and control spark production enables us to go to work, heat our homes, cook our meals, weld metal, fight wars, kill, and even put man on the moon.

And, if you think about it, the car really is an amazing invention. It's transportation on wheels that makes use of a repeating (and perfectly timed) spark to ignite a compressed mixture of air and a highly flammable fuel, so that its chemical energy can be released and converted into thermal energy, which is then quite cleverly converted into rotational kinetic energy, and inertia.

I will not go into the entire history of the development of the internal combustion engine, but will tell you that during the early years, various methods for achieving ignition were tried. In 1886, a Belgian named Étienne Lenoir applied for a patent on improvements he'd made to the gas engine and a type of sparking device that was quite far removed from what we have today. It was, however, a respectable start. Nikola Tesla and others also filed patents on designs for gas engine ignition sources, but it was Gottlob Honold, an engineer working for Robert

Bosch, who is credited with the design of the first commercially viable, modern-style, high-voltage spark plug in 1902. Further improvements to the design and manufacturing process continued to be made over the next few decades.

Keep in mind that those pioneers didn't have computers or other sophisticated equipment to help them, so it was trial and error. They experimented with various ferrous metals for the spark plug's central core. Careful consideration was also given to the type of material used for the outside casing, and they soon discovered that porcelain was ideal for the task as it was a great insulator, allowing pulses of spark to be fully contained within the central electrode. They were well aware that a crack in the porcelain would



seriously affect the performance of the spark plug and in turn, the engine. Unfortunately, early spark plugs were prone to cracking—they were not reliable.

Advancements in technology mean that the spark plugs of today are made from many different materials, often exotic. The centre electrode can be manufactured from copper, chromium, nickel-iron, silver, platinum, tungsten, iridium, and even palladium. The rarer the material, the higher the price! Precious metals offer the benefits of improved thermal conductivity, greater wear resistance (longer-life), and higher melting points, meaning that the diameter of the centre electrode can be reduced, lowering the voltage required to produce a spark. The insulator—onto which manufacturers etch their brand name—is still typically made from



“...Advancements in technology mean that the spark plugs of today are made from many different materials, often exotic.”

a ceramic such as porcelain or a mixture that is high in sintered alumina (aluminium oxide) content. Alumina is extremely hard, has high heat resistance and great dielectric strength—that is, the ability to withstand a strong electric field without breaking down.

In order to transform the car battery's low voltage into the thousands of volts necessary to create an electric spark suitable for ignition, an ignition coil or magneto is used. As the highly charged current leaves the coil and travels through each of the spark plug wires, an increase in voltage develops between the spark plug's central and side electrode (typically a hook-shaped part, which acts as the ground and is therefore sometimes referred to as the ground strap). However, the current can't yet flow across the gap between the electrodes because the compressed mixture of air and fuel (“A/F”) inside the engine cylinder—into which each spark plug is threaded—acts as an insulator. Once voltage has increased to the point that the dielectric strength of the A/F mixture is met, the gases around the electrodes become ionized. This reaction acts as a conductor and allows the electrons to flow across.

The high temperature of this electrical spark ignites the A/F mix, and as the previously compressed gases expand rapidly, they force the engine's piston downwards inside its cylinder. As it does so, a connecting rod, attached to the piston, applies torque (a twisting force) to the crankshaft. The crankshaft is bolted to a flywheel, so as the crankshaft twists, the flywheel rotates—and its inertia causes the connecting rod to push the piston back up inside its cylinder, squeezing exhaust gases out of a now-opened exhaust port. As the flywheel continues to rotate, the piston is drawn downwards again, and more A/F mix is drawn into the cylinder, then back up again, compressing the A/F mix. You already know what happens next... at precisely the right moment, another spark is applied! You can see how the up-and-down “reciprocating motion” of the piston is converted to a more useful rotating motion, one that is easily harnessed. It really is ingenious!

If “perfect” combustion is to be achieved, it is essential that a spark plug's specification be matched to the

parameters of the engine and fuel type being used. For instance, the very high cylinder pressures that are common in high compression motors—and more so, in boosted and/or racing engines—make the A/F mixture in the cylinders more dense, and while that increases the energy of the A/F mix (and resulting power output), it also makes combustion by spark more difficult to control.

Different fuel types (regular pump gasoline,

high-octane racing fuel, nitrous, methanol, ethanol, etc.) combust at differing air-to-fuel ratios, so there is that to keep in mind, too. The ideal ratio is the one at which all fuel is burned off with no excess air remaining. This is known as the stoichiometric ratio. Gasoline has a stoichiometric ratio of 14.7:1 (14.7 parts of air to 1 part fuel) while methanol's ratio is 6.47:1—so if you were to try to run your car at the methanol ratio, your engine would be so rich with fuel that it would never start, let alone drive smoothly!

One of the difficulties many Porsche owners face is selecting the correct specification of replacement spark plug. People with newer cars should follow Porsche's recommendation—Porsche goes to great lengths to select the optimum spark plug for your model—but when it comes to older model Porsches, in my experience, the spark plugs recommended by manufacturers 20, 30, 40 or more years ago will not work as well today, or may not even work at all. The predominant reason for this is that the fuel and oil we run in our cars today are completely different to those that were used back in the 20th century.

The use of lead and other additives that were once used to help control fuel detonation have long been eliminated due to their negative effects on the environment. And most gasolines today include “up to 10% ethanol”, also for environmental reasons. Besides being hydrophilic and not very good for your Porsche, ethanol's stoichiometric ratio is 9:1. All of this means that it is harder than ever to optimize combustion.

Remember this the next time you start your car: the tip of a spark plug sits inside the engine cylinder, a combustion chamber that is one of the most hostile and volatile environments on Earth. An internal inferno! Nonetheless, the plug's temperature must be controlled.

While the plug depends on high temperature to burn off the soot (carbon), fuel, and oil deposits that are left on the electrodes during every combustion event, if a plug's tip runs too hot, not only will the electrodes wear prematurely but a frightening abnormal A/F combustion

continued on page 18...



event known as pre-ignition may occur. That’s combustion in the cylinder prior to the spark firing. The resulting great increase in cylinder pressure can quickly be catastrophic to any engine. (Another abnormal combustion event known as “knocking”, or detonation, should not be confused with pre-ignition, as it occurs after the spark has fired. Knock sensors, installed on modern cars, identify knock condition and alert the computer to retard the ignition timing and change the fuel injection map, accordingly). Conversely, if the tip of the spark plug runs too cool, the fouling deposits will not burn off while driving at lower revs—hampering performance, fuel economy, and emissions.

To expand on that, a high-performance engine that is higher in compression or that is super- or turbo- charged needs a cooler-running plug, meaning one that is efficient at removing heat from the tip while operating at the high revs the engine will typically see. A lower-performance engine, or one that typically drives in low-rev traffic every day, will be better suited to plugs that are optimized for a hotter temperature range—so that heat is retained, burning off deposits during normal driving conditions.

One way to determine if it is a “cold” or “hot” plug type is to compare the length of the exposed ceramic insulating “nose” near the central electrode’s tip. The longer the insulator nose, the greater the surface area and the more heat that will be retained at the tip (“hot” plug). A shorter insulator nose means less surface area and a shorter, easier path for the plug to dissipate its heat into the cylinder head (“cold” plug). Note that this is only a rule of thumb—the specific make-up of material used for the central electrode is also responsible for a plug’s given heat rating.

If you are tracking your regular-driver car, you can certainly try different plugs for the track, but always note that what works on the track may not work on our (overloaded) highways. Always err on the side of caution, because after all, your Porsche contains an expensive engine, and if hurt, the cost will likely hurt, too.

Now let’s briefly discuss the art of inspecting the tip of the spark unit. It’s important to understand what the

tip can tell you about the most recent operating conditions inside the engine. You want to check the plugs immediately after high speed and full load operation, as any idling or slow-speed running of the engine will cause deposits to form and therefore give you a false reading. After the plug has been removed from the cylinder head, look at the central & side electrodes, the ceramic nose, and the “air/fuel ring”—the exposed circle at the top of the threaded section. I use a high-definition magnifying glass with a light source. If the areas look oily, or have

obvious carbon deposits, or are a different colour from any of the other plugs that you check, then you most likely have some issues that need attention. Too clean and shiny (a sandblasted appearance) or brown and black specs on the nose suggest ongoing detonation, a serious problem. If the surface looks generally clean to a little dark—but not shiny with oil deposits—then most likely your engine is running well.

Correct spark plug gapping is also important—and is often overlooked. Spark plugs come out of the manufacturer’s box gapped to an average, which may not be correct for your vehicle, so they should always be adjusted accordingly before installation. Use a good set of feeler gauges. A wider gap offers a strong, clean burn (and all the benefits that come with that) but requires increased voltage in order to spark and may “miss” at high speeds, while a gap that’s too narrow may provide a reliable spark but one that is too weak to ignite the A/F mix. The gap can be experimented with, but you should discuss this with your technician first.

There really is true science at work here and it shouldn’t be ignored. Choosing the right plugs may take you some time but the payoff is worth it—for both you and your engine. So next time your car is in the shop, discuss spark plugs with your technician, have them checked, and find out what they recommend and why. And always keep all records relating to your Porsche, new or old, so you have a record of what’s gone into it.

A friendly tip: If you do work on your own Porsche, please be aware that I do not recommend working on your ignition system—unless you have the qualifications and experience to do so. Checking spark plugs is one thing but use extreme caution around ignition coils—modern units can cycle as high as 40,000–50,000 volts, so one small mistake could short the car’s complete electronic system and computers, and give you a nasty shock, if not worse.

A final word: Let me know if you have any spark-related questions. I would be more than happy to discuss the topic with you and talk about what I have learned in my 42 years working on Porsches.

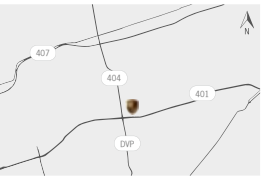


PorscheCentreNorthToronto.ca

Opening Spring 2017.

Conveniently located at the northeast corner of Highway 401 and Highway 404, Porsche Centre North Toronto will be a state-of-the-art facility featuring a 28 car showroom and 17 service bays designed to meet the needs of Porsche customers. Driven by the desire to exceed customer expectations, our goal is to provide an extraordinary and memorable Porsche experience like no other for the years to come.

Now accepting pre-orders for Spring delivery.



Porsche Centre North Toronto

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

@PorscheNorthToronto



PORSCHE

TRACKTALK101



Photo by Michael A. Coates, UCR Photographer

By Dave Osborne, UCR Track Chair



I know the feeling that winter lasts forever in Ontario. My business depends on me working outside a couple of days per week, so I'm no stranger to frozen fingers and toes. I suspect that because I do work outside, I'm spared the winter depression that some people suffer from. Regardless of what those stupid groundhogs predict, winter has to end sometime and we are only a month away from the first IDS of the 2017 season!

For those who are regulars and those joining the Driver Education program for the first time I'd like to just skim through the basics. In order to register you've filled out your Driver's Profile on the DE Registration system. Some aren't aware that it's a separate system from the Club's Website and only joined by a link. You can access it quickly and directly at:

www.reg.pcaucr.org

That way our IT guru Peter Carroll can protect your information on a secure server. We know you want your shirt size to remain secret! If you're an old hand at all of this, you still need to log into your Profile in the spring and do some updating. Still driving the same car? Has your credit card expired? Is there a change in your medication? Did your shirt size go up over

Christmas? Mine probably did. We need all that accurate information to identify you on the track and process your Registrations. Please do it now before you forget.

You should read the Registration Rules annually to see if there are any changes. Have you had your fire extinguisher recharged in the last five years? It needs to work if you ever need it and it will just blow air if the powder is all tamped down from vibration. At least turn it over every season so it stays mixed. Are your car numbers six inches in height and a contrasting color to your car? These aren't a fashion statement. Corner workers need to read them when you're at full chat on the back straight. Your car number is safety device.

Now is a great time to have your car mechanically checked over. At this time of year you still have time to repair or upgrade anything that's found before your mechanics get too busy. Two weeks before the first event isn't the time to find a leaky seal or a worn bushing. It's also not a good time to find out you forgot to register. Our Registration for the whole season passed one hundred participants per event by the first of February. I suspect we are going to be running close to capacity all season. That said; don't let the waitlist scare you off. At each

event drivers move to the next run groups and positions open up. I'm very aware of how much everyone looks forward to the events and we will do everything we can to get everyone in.

For those attending the Introductory Driving Schools, the only thing you need to bring is a car and a great attitude. IDS is fun! You don't need a vehicle inspection, but you should always insure that your car is in good mechanical condition. You don't need a helmet, fire extinguisher, numbers or lunch, as that will be provided. Just come out and be prepared to be amazed at how much you will learn while slipping and sliding around in complete safety. Our Chief Instructor and his loyal assistants will teach you all of the basics that you will need to join us on the big track at a DE event. If you decide that it's just not for you, then you will have made yourself a better driver in the real world. It's all about seat time. Practice makes perfect.

I've just realized that the last two years have been the first two years that I've had four wheel drive in my lifetime. While all wheel drive cars became popular in the last ten or fifteen years, before that it was just four wheel drive (they are different) and generally associated with larger trucks. After two winters of driving a four wheel drive truck and a couple of Audi Quattro rentals this is what I've learned. Four wheel drive just keeps you moving. All wheel drive, used properly can help you turn. Only slowing down and driving within

your limits will keep you out of the ditch. All the skill and equipment in the world won't help you once you've passed the limits of physics. So please remember this as spring is sprung; Even though there is less snow and ice around, the pavement and your tires are still running cold. The roads are still covered with sand and salt further lowering the coefficient of friction. It may be clear and above freezing but the roads are still comparatively slippery. Slow down and save the car for DE!

We'll see you all trackside really soon!

Dave



New or used, you'll find what you're looking for.



Tel: 519.590.4911
1026 Benjamin Rd., Waterloo ON N2J 3Z4
Fax: 519.699.5130 Email: whaletail@yourlink.ca
www.whaletailcanada.com

Because not everyone drives like you do.

Kurt Bergmanis, Member Ontario Trial Lawyers Association
Member PCA UCR



kbergmanis@bplawyers.ca

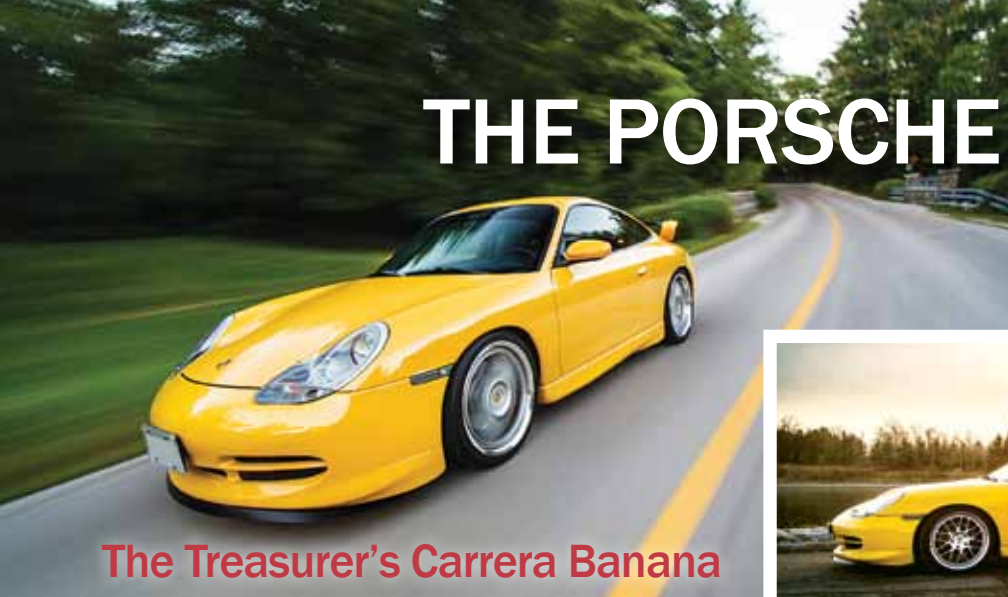
Mobile: 416.561.7159

Tel: 416.256.1700 Fax: 416.256.1707

Time Tested

Trial Proven

THE PORSCHE PHILE



The Treasurer's Carrera Banana

By Terrence Tong, UCR Treasurer



Speed Yellow, a very catchy colour, does not usually work with base model cars. The fact that the car in question is a 996 Carrera, which to this day still seems to be the most unloved 911 generation of all, makes it all the more confounding. For this particular 911 has no issue embracing the colour it came out of the factory with. My pride and joy - lovingly nicknamed Banana, certainly stands out wherever it goes.

The previous owner kept asking me to check out this yellow 996, but I was always reluctant. I wondered, can I really do yellow? Even my significant other was sceptical with the colour choice and suggested against it. Ultimately giving in, I set up a time to see this much-discussed car. I still remember the day Banana pulled up on my driveway. I fell in love instantly.

Early in the Millennium, Porsche, like many other European manufacturers, was reluctant to bring high performance models to market in North America. As such, while the 996.1 GT3 was produced in Germany and available to much of the rest of the world, it was not slated for North America. Fortunately, the beautiful aerokit package, consisting of a specially designed front bumper with integrated front splitter, side skirts, "taco" rear wing, and rear bumper winglets - fully functional aerodynamic components taken straight from the European spec GT3, was available and was picked as an option for this car by the original owner. This is where the similarities end. Fully optioned out, Banana has many more luxurious options than the track-focused European GT3. In particular, the full leather interior package wraps the dash, center console, door cards and steering column in yellow-stitched cowhide, still supple to the touch after 15 years and more than 100,000 kilometers of use. Enjoyable luxurious comfort, no matter whether I am driving in crawling rush hour traffic or when I am pushing it at the track. Beyond factory options, Banana had also been upgraded with a new exhaust, suspension, beautiful 19-inch Champion wheels and a few other personal touches.

Owning multiple Subarus prior to venturing into the Porsche world, I was well-acquainted with the merits of a horizontally opposed engine. The handling advantage from the lower center of gravity and the unique engine sound and exhaust note had always captivated me.

Comparing my previous STI to Banana, two very different animals, but I love them both for different reasons. To use three words to describe them each, I would say for the Subaru: "fast, raw and harsh." On the other hand, Banana would be "refined, smooth and comfortable," as long as you don't mind how loud the exhaust is when pushed.

Ultimately, Banana is a Porsche 911 with a healthy dose of performance, refinement and comfort unmatched by any Subaru, and just the right amount of visual flare with its stand-out colour and GT3 looks. When I had the pleasure of taking Banana for a ride around the track, it was just as at home in the tight bends as it was blowing down the long straight of Toronto Motorsports Park.

Having stepped up and volunteered for the role of Treasurer of Upper Canada Region, Banana and I intend to get more involved in various club activities and we are ready to kick off driving season 2017. So please say "hi" to us at your next UCR event - no excuses, Banana isn't terribly difficult to spot!



SMOKY MOUNTAINS TOUR 2017



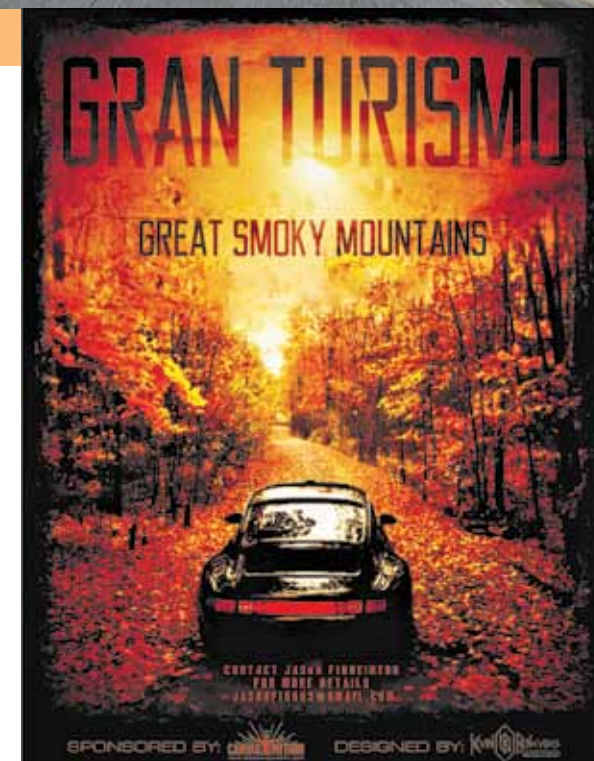
By Jason Figueiredo, Fun Run Co-Chair

With last year's tour selling out in 7 minutes, we return this year with a NEW Gran Turismo experience from SEPT 27- OCT 2, 2017. The Smoky Mountain region has some of the best driving roads east of the Rocky Mountains. Jason Figueiredo with his 993 and Joseph Aquilina with his 996TT will take you on a 6 day adventure. You'll visit The Rock and Roll Hall of Fame, drive through the UNESCO Smoky Mountain and Appalachian Ranges, visit 10 States and historical locations, overnight at luxurious boutique and historic hotels, and learn some history along the way. To provide you with an exclusive and intimate experience this Gran Tour is limited to 10 cars.

To register: please contact Jason Figueiredo at: JasonFig993@gmail.com.

Registration opens: January 30, 2017.

NOTE: Registration will NOT be processed through Club Registration.net



PERIPHERAL VISION



By John Adam, UCR Historian

Now, our hopes are high for getting the P-cars out of storage when we finally get some really nice days, or mild ones at least. It was a bad winter for many but we were able to enjoy the sunny Caribbean. We had the Porsche out for a run in December and January, and then waited for a clean, dry day. It was slow in coming.

The 62nd annual Porsche Parade will be held in Washington during early July. Registration will be electronic on the PCA site. We enjoy the company of so many Porsche friends. The accommodations are often spread over several properties. Hotel and condo reservations are doled out using a new method and so we need to be aware of the new systems.

Planning ahead for DE, NNJR hosts driver ed May 19-21 at Mid-Ohio. For years, Mid-Ohio has been a big favourite at our house. It often rained when we were at that track and so the NNJR three-day weekend is the best way to ensure that you get decent track time if the weather turns against you. NNJR driver ed registration opens two months before the event date. Mansfield is the place to stay. At time of writing, Travelodge had a rate of C\$239 for three nights for a double room.

Track dates at Watkins Glen are always rather interesting. Several PCA Regions have back-to-back dates that could have you on track for five or six days in a row. It's easiest to check The Glen web site and pick your poison from May through October. We have always stayed in Corning rather than Watkins Glen and have had no regrets. Better dining. Easier access. Check out the accommodation that works best for you. You

might consider taking some extra time to enjoy the Corning Glass Museum or the area wineries, especially if SWMBO* is along.

Along with Excellence, Christophorus, the Porsche AG factory magazine, provides information on the company's activities and its products. Christophorus also aims to entertain readers and provides lifestyle stories, sports reports and cultural features. It was founded in 1952 and contains an international section, which covers topics from around the world, and a regional section aimed at customers in the specific countries.

The bi-monthly issues can only be obtained by subscription, which you can order online at the Porsche AG web site. You will receive the magazine every two months for EU30 per year. Subscriptions run for at least one year. The subscription payments are paid using a credit card. To order the magazine on the web site, please fill in the form at: <http://www.porsche.com/canada/en/accessoriesandservices/christophorusmagazine/subscription/>

Let's hope that we see you out in 2017. We expect to have a great time!

✕ SWMBO = She Who Must Be Obeyed

KELTECH Performance
EUROPEAN AUTOMOTIVE SPECIALISTS

- Full Service & Repair
- Performance Tuning
- Engine Builds & Mods
- IMS Certified Installer
- Gearbox Rebuilds
- Race Prep
- Pre-Purchase Inspections

Proudly Serving the Porsche Community Since 1997

905.472.9688
www.KeltechPerformance.com
60 Bullock Drive, Unit 2 Markham, ON L3P 3P2

RACE PROVEN PERFORMANCE

SERVICING ALL MAKES & MODELS
Quality parts & service, scheduled maintenance & custom fabrication.

mantisautomotive.com mantissport.ca

MANTIS is an authorized BOSCH Service Center. Serving the GTA, surrounding areas and PCA Members for over 25 years.

905.844.6219
1029 Speers Rd. Oakville, Ontario L6L 2X5

Participating in a Driver Education Day?

TRACK DAY
INSURANCE CANADA

Make sure your car is covered while on the track.

TRACKDAYINSURANCE.CA

Click. Get A Quote. Buy Online.

What's Covered

- Physical Damage to licenced vehicles.*
- Fire Damage directly after an accident.
- Damage to the track including guard rails.
- Costs associated with repairing your vehicle.**

* While engaged in a track day event liability and accident benefits coverage is excluded.
** Any amount paid cannot exceed your car's market value at the time of the claim

Program Administered by:

McLeanHallmark
INSURANCE GROUP LTD.

PACEMOTORSPORT

info@trackdayinsurance.ca | 416 364 0000 | 1 888 404 0000

CONTACTS

UCR BOARD MEMBERS & VOLUNTEERS

BOARD OF DIRECTORS

President

Kathleen Wong
416 258-6320
president@pcaucr.org

Vice-President

Michael Pohlmann
1961 Innisfil Heights Cres.
Innisfil, ON L9S4A7
705 796-0930
vice-president@pcaucr.org

Past President & Zone 1 Rep

Mike Bryan
H: 905 727-2979
C: 905 726-9027
mike@brycorp.ca

Treasurer

Terrence Tong
5298 Roadside Way
Mississauga, ON L5M 0H9
416-543-2318
terrencetong168@gmail.com
treasurer@pcaucr.org

Secretary

Foster Zanutto
905 892-8424
fjzanutto@gmail.com

Directors

Scott Bodo
sbodo@sympatico.ca

Neil Dowdell
neildowdell@hotmail.com

Peter Oakes
416 300-3875
oakes101@gmail.com

Gregory Sachs
905 569-5542
g.sachs@sympatico.ca

David Walker
davethewalker911@gmail.com

VOLUNTEERS

Historian

John Adam
416 Isabella Ave.
Mississauga, ON L5B 2G2
905 270-2991
johnqadam@rogers.com

Advertising Sales

Elliot Alder
647 299-9234
info@elliotalder.com

Appraisals

Bruce Farrow
118 Woodview Drive
Pickering, ON L1V 1L2
905 391-6917
roadshowauto@rogers.com

Autocross

Mario Marrello
647 700-0093
m.marrello@computer.org

Chief Instructor

Stephen Goodbody
250 Cochrane Dr. #2
Markham, ON L3R 8E5
B: 905 415-8248
F: 905 415-8249
lsgform@direct.com

Club Racing

Terry Cassan
club-race@pcaucr.org

Walter Murray
Murray.dexta@gmail.com

Concours d'Elegance

Please contact
Randy Gananathan
905-780-9670
editor@pcaucr.org

Club Registration

Administrators
Mario Marrello
m.marrello@computer.org

Sunil Sharma
sunils531@gmail.com

DE Registrars

Mary Iantorno &
registrar@pcaucr.org

Fun Run Co-chairs

Jason Figueiredo
jasonfig993@gmail.com

Peter Hoffman
peter@hwa-inc.com

Cynthia Wong
cynthia.cw.wong@gmail.com

Goodie Store

Andy Hunt / Nautical White
Suite 6, 6620 Kitimat Road
Mississauga, ON L5N 2B8
905 826-1777

Membership

Angie & Mark Herring
2091 Cameron Dr. RR#1
Campbellville, ON L0P 1B0
905 854-3332
membership@pcaucr.org

Membership Retention

Ken Jensen
49 St. Charles Street
Maryhill, ON N0B 2B0
519 648-2974
jensenk@alumni.uwaterloo.ca

Open House

Gregory Sachs
905 569-5542
g.sachs@sympatico.ca

Rally Chair

Sajjad Butt
905 567-8466
sadia.butt@utoronto.ca

Socials Chair

Volunteers Welcome

Sponsorships Chair

Peter Helston
C: 416 567-0397
peterhelston@contractmagazineservices.com

Street Survival School

Mario Marrello
m.marrello@computer.org

Hazel de Burgh
hazel.deburgh@gmail.com

Technical Advisor

Professor Tom Brown
416 289-5000 Ext. 7301
acwhiz@aol.com

Track Chair

Dave Osborne
1066 Gardiners Rd.
Kingston, ON K7P 1R7
P: 613 384-7077
csracing@kos.net

UCR Newsletter – Provinz &

Social Media Editors
www.facebook.com/pcaucr.org
@PCAUCR

Randy Gananathan
Editor-in-Chief
905-780-9670
editor@pcaucr.org

Derek Cheung
Associate/Media Editor
derekmkcheung@gmail.com

Webmaster

Dixon Chan
webmaster@pcaucr.org

Want to reach over
4,000 engaged
Porsche owners?
Advertise in Provinz.
Email Elliot Alder:
advertising-sales@pcaucr.org
to find out how.

TECH CENTRES

TECH CENTRE CONTACT: PAUL NETO, paul@neto.me



TORONTO

Downtown Porsche

68 Parliament St., Toronto, M5A 0B2
416 603-9988 www.dfcporsche.com

G-Tek Automotive

26 Cranfield Rd., Toronto, M4B 3H1
416 755-7884 jack@gtekauto.com

HPCARS Service

1890 Lawrence Ave E., Scarborough,
M1R 2Y5.
416 752-7280 hpcars@rogers.com

Import Auto Service

12 B Jutland Rd., Etobicoke, M8Z 2J9
647 427-4556

Jay Lloyds Klassix

1195 Meyerside Dr, Unit 7,
Mississauga, 647 990-0959
porsha288@yahoo.ca

MVS Motors Ltd

1520 Warden Avenue, Toronto, ON M1R 2S8
416 412-3777 info@mvmotors.com

Refined Motor Sports

218 Evans Ave., Etobicoke, M8Z 1K8
416 248-9777

NORTH

Alex McIntyre and Associates

PO Box 517, Kirkland Lake, P2N 3J5
705 567-3266

Auto Select

1228 Gorham St., Unit 8 and 9,
Newmarket, L3Y 8Z1
905 853-0442 autoselectrepair@gmail.com

Bestline Autotech

40 Doughton Rd., Unit 3, Concorde, L4K 1R2
905 482-3955 bestlineautotech@gmail.com

Daytona Auto Centre

5309 Highway 7, Woodbridge, L4L 1T4
905 264-9982 www.daytonaauto.ca

D & R Enterprises

1243 Derland Rd., Callander, P0H 1H0
705 752-4808 darryl@hotrodshop.com

EU Autowerks

681 Chrislea Rd., Woodbridge, L4L 8A3
905 850-7600 service@euautowerks.com

Exurocar Elegant Automobiles

4296 Carlyon Line, Orillia, L3V 0W8
705 327-8672 exurocar@rogers.com

Fiorano Racing

171 Fenmar Dr., North York, M9L 1M7
416 742-3713 ext 242
fioranoracing@hotmail.com

Greenlink Auto

23 Harlech Court, Thornhill, L3T 6L5
905 707-1921 greenlink_auto@yahoo.ca

Georgian Bay Motors

Springmount Business Park, Owen Sound,
N4K 5N7 519 371-9600 gbm@bellnet.ca

Hockley Autosport

8981 Hockley Rd. RR#1, Palgrave, L0N 1P0
905 729-2971 service@hockleyautosport.com

Keltech Performance

60 Bullock Drive, Unit 2, Markham, L3P 3P2
905 472-9688 Liam@keltechperformance.com

Pfaff Porsche

101 Auto Park Circle, Woodbridge, ON L4L 8R1
905 851-0852 Pfaffporsche.com

Pfaff Tuning

33 Autopark Circle, Woodbridge, ON L4L 8R1
phone: 905 907-1001 www.pfafftuning.com

Speedstar

185 Bullock Dr, Unit 8. Markham, ON L3P 7R4
905 294-3442 info@speedstar.com

Sports Car Boutique

37 Kodiak Cres., Unit 16, Toronto, ON M3J 3E5
416 398-0909 info@sportscarboutique.com

The Garage

25 Hart Dr., Unit 2, Barrie, L4N 5R8
705 790-3733 thegaragebarrie@gmail.com

EAST

Blaszak Precision Motorsports

4835 Holmes Rd., Inverary, K0H 1X0
613 353-7012 pca_ucr@kos.net

Braidan Tire

9399 Markham Road, Markham, L3P 3J3
905 209-7979 braidan1@gmail.com

Competition Motors

203 Sunningdale Drive, Belleville, K8N 4Z5
613 967-1481 info@competitionmotors.ca

Harmony Road Porsche Parts and Service

3217 Harmony Rd. N., Oshawa, L1H 8L7
905 655-5644 alex@harmonyroad.ca

Lee's Autoworks Ltd.

712 Wilson Rd. S., Unit 13, Oshawa ON L1H 8R3
905 240-8820 Eric@Leesautoworks.ca

Madeley Automotive & Diagnostic Service

1736 Bath Rd., Kingston, K7M 4Y1
613 634-0306 madeley@madeleyauto.com

RoadShow Automotive Appraisals

118 Woodview Dr, Pickering, L1V 1L2
905 391-6917 roadshowauto@aol.com

Response Engineering

1858 Manning Rd., Whitby, L1N 3M3
416 526-3487 yarko.matkiwsky@hotmail.com

WEST

Auguste Automobile Service

113 Cushman Rd., Unit 24,
St. Catharines, L2M 6S9
905 682-4242 augusteauto@cogeco.net

Eurotune

31 Travelled Rd., Caledon Village, L0N 1C0
519 927-9929

Furtmair Auto Services Inc.

51 Bridge St.E., Kitchener, N2K 1J7
519 576-9972 fast@furtmair.com

German Autotech Inc

621 Colby Dr, Unit#1, Waterloo, N2V 1B4
519 880-0227 mike@germanautotech.ca

J.B. Hunter Motorsports

1711 Mattawa Ave., Mississauga, L4X 1K5
905 272-5137 brent@huntermotorsports.ca

Leny's Automega

275 Dundas St E., Mississauga, L5A 1X1
905 803-8473 john@lenysautomega.com

Mantis Automotive

1029 Speers Rd., Unit 5 and 6, Oakville, L6L 2X5
905 844-6219 mantisautomotive911@gmail.com

Porsche Centre Oakville

2250 South Service Rd., West, Oakville, L6L 5N1
905-825-4530 tberger@polcaro.ca

Porsche of London

600 Oxford St. West, London, N6H 1T9
519 601-1322 Mike Salter
mike@porschelondon.com

RSP Motorsports

15 Springfield Way, Komoka, N0L 1R0
519 474-7700 info@rspmotorsports.com

Tatra Motor Sport

100 Bessemer Rd., Unit 2, London, N6E 1R2
519 870-9642 alexveronac@rogers.com

Zorotech Inc.

339 Fruitland Rd., Stoney Creek, L8E 5M8
905 643-5538 zhalavanja@zorotech.ca

RENNSPORT AND US

Athol Motor Car

184 Reading St., Buffalo, NY 14220
716 824-2276 atholmotorcar@adelphia.net

Auto Import

1777 Woodward Drive, Ottawa, K2C 0P9
613 226-7902 jeff@autoimport.ca

Autosport MG

136 Dornaine Martin, St Colombar, QC J5K 1J5
450 431-0332 michel@amg944.com

Mark Motors

611 Montreal Rd., Ottawa, K1K 0T8
613 749-4275
service@markmotorsofottawa.com

Tapp Auto

39 Cleopatra Drive, Ottawa, K2G 0B6
613 225-8780 service@tappauto.com

LICENCED VEHICLE APPRAISERS

Bruce Farrow 905-391-6917
roadshowauto@rogers.com

Doug Kemp 905-396-5367
www.kempinmotorsports.ca

Danny Kroll 416-893-8983
dannykroll@hotmail.com

Mick Oliveira 416-702-4408
MO.Car.Appraisals@gmail.com



www.truistpave.com



**For all your
PORSCHE needs call:
Auguste at 905-682-4242**

**30 PLUS YEARS OF PORSCHE EXPERIENCE
FACTORY TRAINED IN GERMANY**

113 Cushman Rd. Unit 24 St. Catharines, Ontario L2M 6S9
email: augusteauto@cogeco.net



DENT REPAIR

- Minor Dents • Door Dings
- Hail Damage • Lease Return Repairs
- Same Day • Low Cost

Paint-Free Dent Repair - You Can Trust!

**www.dentdoctor.ca
416.518-DENT (3368)**



**NO TIME TO TAKE
YOUR PORSCHE TO
THE DETAIL SHOP?
Complete Exterior
& Complete Interior
Detailing Services**

**Convenient Auto Detailing...
We Come To You!**

**Call our Detail Shop on Wheels 416-554-6086
Appointments available 7 days a week**

**MobileMagicAutoDetailing @MagicMike_GTA
www.mobilemagicautodetailing.com**

ADVERTISER INDEX



Please show those that support our club
your appreciation by allowing them the
opportunity to serve you.

427 Auto Collision	29
Auguste Lecourt	46
Bergmanis, Preyra	39
Braidan Motorsport.....	48
Bruce Farrow Licensed Appraiser	46
Dent Doctor	46
Downtown Porsche	15
Furtmair Auto Services Inc.	20
Garage Living	2
Hunter Motorsports	33
Keltech	43
MantisSport	42
Mobile Magic	46
Pfaff Porsche	31
Porsche Centre North Toronto	37
Porsche Centre Oakville	47
Porsche of London	7
Restoration Designs.....	21
RUF Automotive Canada	15
Sonax	19
Susan Krever	33
Total Sports Solutions.....	29
Trackday Insurance	43
Whale Tail	39
Zorotech	41

The acceptance and display of advertising in this publica-
tion does not constitute an endorsement of the advertiser
by PCA UCR.

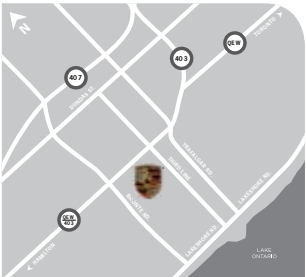


Photography by Digital Viking/Jordan Lenssen

porschecentreoakville.com

Champions. Again.

Alegra Motorsports and Porsche Centre Oakville are celebrating another
motorsport championship, winning the GTD class in the 2017 Rolex 24 at Daytona.
The team of Carlos de Quesada, Michael de Quesada, Jesse Lazare, Michael
Christensen and Porsche Centre Oakville motorsport ambassador and GT3 Cup
champion Daniel Morad overcame early adversity to charge back in the final hours
of the race to capture an amazing victory.



**2016
Premier
Porsche Dealer**

POLICARO
AUTOMOTIVE FAMILY

Porsche Centre Oakville
2250 South Service Road West
Oakville, Ontario L6L 5N1
Toll Free: 1.855.319.7534
Email: porsche@policaro.ca



PORSCHE

MORE THAN JUST TIRES



**BRAIDAN
MOTORSPORT**

ASK FOR BRAD SHIMBASHI

9399 Markham Rd
Markham, ON L3P 3J3
Office: **905-209-7979**
Cell: **416-460-5252**

Braidan Motorsport now has full service and retail facilities at 9399 Hwy 48 in Markham and at our store at Mosport.

COME CHECK OUT OUR NEW LINE OF ADIDAS PRODUCTS!



TO VIEW OUR INVENTORY AND ORDER ONLINE VISIT

BRAIDANMOTORSPORT.COM



BRAIDAN MOTORSPORTS IS PAGID'S EXCLUSIVE CANADIAN DISTRIBUTOR

