

DER AUSPUFF

RÉGION RENNSPORT REGION - APRIL 2001 / AVRIL 2001



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COVER / COUVERTURE



*We can barely wait for track season
photo: Rob Martin*

2001 Calendar/Calendrier

April

1	Cabane à Sucre	Montréal	Suzanne Christin	450/589-0070
7	Silver Shaft (p.14)	Ottawa	Paul Brassard	819/663-6685
21	Rendez-Vous Technique (p.14)	Montréal	Robert Plante	450/589-0070

May

2	RSR Driver Education Information (p.12)	Kristy's Restaurant	Rob Martin & Mike Delaney	613/722-7277
6	Giant Swap Meet & Garage Sale (p.15)	Autoimport / Ottawa	Rob Martin	613/722-7277
12	RSR Driver Ed. Ground School	PMG Blainville	Michael Delaney	514/488-5076
19	Session Dynamometrique	Boucherville	Robert Plante	450/589-0070
19-20	Zone 1 Concours d'Élégance	Newport, RI	Don & Kathy Plant	508/993-7736
26	Instructor Training	Sanair	Robert Rouleau	514/694-7375

June

2-3	RSR Driver Education Weekend (p.13)	Sanair	Philippe Girard	450/623-4250
24	Rennsport Region Car Show	Mont Tremblant	Silvano Bozzini	450/667-5836
29-30	Zone 1 48 Hours at the Glen (p.20)	Watkins Glen	George Beauselinck	614/658-9593
30	PCA Parade	Milwaukee		

July

1	Zone 1 48 Hours at the Glen (p.20)	Watkins Glen	George Beauselinck	614/658-9593
6-7-8	RSR Driver Education Weekend (p.13)	Mont-Tremblant	Philippe Girard	450/623-4250
21	Dynamometer Session	Boucherville	Robert Plante	450/589-0070

August

11-12	RSR Driver Education Weekend (p.13)	Mont-Tremblant	Philippe Girard	450/623-4250
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September

14-15-16	RSR Driver Education Weekend (p.13)	Mont-Tremblant	Philippe Girard	450/623-4250
22-23	Zone 1 Autocross	PMG Blainville	Ellen Beck	603/778-9522

October

6-7	RSR Driver Education Weekend (p.13)	Mont-Tremblant	Philippe Girard	450/623-4250
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Rencontres Mensuelles - RENNSPORT - Monthly Gatherings

MONTREAL

mardi second
 Second Tuesday of every month
 La Vielle Cheminée
 6660 rue Jarry est
 St-Léonarde 6:00 p.m.
 Robert Plante 450/589-0070

OTTAWA

First Tuesday of every month
 Kristy's Restaurant
 809 Richmond Road
 Ottawa
 6:00 p.m.
 Paul Racine 613/747-4114

QUÉBEC CITY

mercredi le 25 avril
 Au Restaurant L'International
 2780 boul Laurier, Ste-Foy
 18H30
 Stéphane Côté 418/660-1117

Seek and ye shall find... I asked for members to assist the magazine by advertising and you have responded.

Our latest support comes from Patti Duri, President of Durie Stone Manufacturing, an Ottawa company that has been in business for 50 years.

Patti owns a beautiful 2001 BMW convertible and is an active Rennsport member by virtue of her share in husband Mike's, 1999 911.

When Barbara and I remodeled our kitchen last year, we contracted with Durie Stone for our Granite counter tops. The work was excellent and we were pleased to be able to deal with club members for advice and product. See page 19.

Our second new advertiser this month is Spectral Auto, located in Laval, Québec. Mark and Peter Kauspedas specialize in esthetic care for high end automobiles. They promise well trained personal and the best possible products to enhance your total vehicle's appearance. Their mobile, on location, operation includes a wide variety of car care services. See page 26.

Please consider supporting all of our advertisers with your business needs, just as they support our region and its activities.

The number of Rennsport membership applications received this year, continues to exceed those of 2000. You can keep track of the number of registered RSR Porsches by looking at the members' page near the back of each issue.

While the numbers are an indication of the success of the region, they don't tell the whole story. Participation is the key and we feel sure that once some of the friendly Rennsport folk have helped you to feel welcome to your first event, you will enjoy both your Porsche and your club for many years to come.

With the mention of events, please note that the correct contact number, for information about the Cabane a sucre tour, is 450/589-0070. Sorry Suzanne!

Cherchez et vous trouverez... J'ai demandé à nos membres de se servir de la revue pour annoncer leurs produits et voilà que plusieurs ont répondu à l'appel.

Notre nouvelle commanditaire est de la part de Patti Duri, Présidente de Durie

Stone Manufacturing, une compagnie qui est en affaire depuis 50 ans. Patti vient d'acquérir une 2001 BMW décapotable, est active dans le club et partage une 911, 2000 avec son mari Mike.

Lorsque Robert et moi avons décidé de renover notre cuisine, nous avons communiqué avec la compagnie, Durie Stone pour des comptoirs de granite. Le travail fut impeccable. Cela nous avait plu d'avoir fait affaire et encouragé un de nos membres du club. Voir p.19.

Notre deuxième nouveau commanditaire est Spectral Auto, situé à Laval, Québec. Mark et Peter Kauspedas spécialisent en esthétique automobile. Ils nous assurent un personnel bien entraîné dans l'utilisation des produits de qualité afin d'embellir votre voiture. Leur unité mobile inclut une variété de différents services pour les soins de l'auto. Voir p. 28.

Veillez encourager nos commanditaires car ils nous encouragent.

La liste de nouveaux membres s'accroît de mois en mois. Vous pouvez faire le décompte en examinant la page mensuelle des nouveaux membres vers la fin de la revue.

C'est certain que les nombres indiquent un certain succès mais l'histoire ne s'arrête pas là. Une participation active est clé. C'est important de souhaiter la bienvenue aux nouveaux venus comme on espère que quelqu'un vous avait approché lors de votre entrée dans le club. De cette façon, vous profitez de votre club, de votre Porsche, de ses activités et des nouveaux amis à l'horizon.

Le numéro de contacte pour la Cabane à sucre est 450/589-0070. Désolé Suzanne!

Greetings all,
April. The sun is getting stronger and I can almost smell the grass. As we sail (with the mast cutting the air and not pointing at the river bottom) into summer, it's time to start getting things into shape. At a recent exec. meeting we were reflecting on how to best portray our passion for Porsches. After much discussion we decided that because we are driving German cars all official communications should be in German. Also, to personalize our cars we will have to have a sign put on their roofs to depict what our various professions are. Being a Recording Engineer and a Record Producer, I would have the choice of either a Slide Rule (Engineering) our Dark Sunglasses (Producer). These Logos would not only personalize our cars but help reduce speeds at all our driving events.

As I mentioned last month, we have our 2001 DEW dates. This is shaping up to be a very busy year, so I would suggest all trackies register early. This year, we are experimenting with three day events. July has a three day event with Friday morning be reserved for instructor to learn the "New" Tremblant. The afternoon is open to all registrants. For Sept. all three days will be open to all registrants.

As always the track season starts off with the Ground School on May 12. This School will give all track novices the basic information necessary to participate in DEW events. This session and combines driving theory with practical exercises, and is highly recommended for all first timers. Should there be a choice between registering a first timer who has participated in the

Bonjour à tous,

Finalement avril est arrivé, le soleil est plus fort et je peux presque sentir l'odeur du gazon. Comme nous voguons allégrement vers l'été, il est plus que temps de commencer à mettre les choses à leurs places. Lors de l'une de nos dernières rencontres de l'exécutif, nous nous demandions quelle serait la meilleure façon de démontrer notre passion pour Porsche. Après de vives discussions, il fut décidé que conduisant des voitures allemandes, toutes les communications devraient être en allemand. Il fut aussi suggéré que nous personnalisions nos voitures selon le genre de travail que nous effectuons. Etant un ingénieur de son et un producteur de disques, j'avais le choix, une règle pour mon côté ingénieur ou des lunettes noires pour mon côté producteur. Ces items ne feront pas que personnaliser nos voitures mais ils seront certainement une entrave à la bonne conduite lors des événements de conduite.

Tel que mentionné le mois dernier, nos dates pour les cours de conduite avancée de 2001 sont maintenant officielles. Si vous regardez le calendrier, vous verrez que la saison sera des plus occupée. Je recommanderai donc à tous nos amateurs de cours de conduite de s'enregistrer tôt afin de s'assurer une place. Cette année, nous expérimentons une nouvelle formule, un événement de trois jours. Juillet sera notre première fin de semaine de trois jours, le vendredi matin étant réservé à nos instructeurs afin qu'ils puissent se familiariser avec le nouveau Tremblant, mais l'après-midi sera ouverte à tous. L'événement de trois jours de septembre sera ouvert à tous.

Ground School, or a first timer who hasn't, preference will be given to the Ground School participant. There will be more track information in next month's DER Auspuff

This September, Rennsport will be hosting all of Zone 1 for an Autocross, and as always we are looking for volunteers. To help, please call or e-mail me at the home. The information is in the back of the Der Auspuff.

Several Rennsport members have phoned me to say that they have received a magazine from the Club Porsche du Quebec. The same magazine that Bob Rouleau mentioned in last month's Rendezvous. I would like to start by saying that Rennsport and PCA are in no way associated with this club and thus the clubs are not interchangeable. It's your PCA membership card that gives you access to our events and to events across America with all the price breaks and insurance benefits of a large (50,000 plus) group. I would also mention that we did not and will not provide our membership list to le Club Porsche du Quebec or any other club or association. That they appear to have used the list is being dealt with. This list is the property of Rennsport and we have always been very, very careful with it. Rennsport adheres 100% to the new Canadian Privacy regulations.

I'm off to make the logo for the top of my car.

Happy April Fools Day!

La saison de cours de conduite s'ouvrira comme d'habitude par la session de cours théorique, le 12 mai. Cette école théorique donnera à tous les participants novices et moins novices les informations de base nécessaires pour participer à un cours de conduite avancée. Cette session combine la théorie et aussi la pratique d'exercices. Elle est fortement recommandée pour les novices qui en seront à leur première saison. Si nous en venions à devoir choisir entre un participant ayant le cours théorique ou celui qui ne l'aurait pas eu, la préférence sera donnée à celui qui l'aura suivi. Je vous donnerai plus d'informations sur la saison de piste le mois prochain.

Septembre nous apportera en outre, un événement très spécial, le slalom, qui couvrira l'ensemble des gens de Zone 1. Comme à l'habitude, des volontaires seront nécessaires. Donc, si vous pouvez nous aider, n'hésitez pas à me contacter, mes coordonnées sont à la fin de la revue.

Plusieurs de nos membres nous ont contacté pour nous dire qu'ils avaient reçu un nouveau magazine du Club Porsche du Québec. Le même magazine dont Robert Rouleau vous parlait le mois dernier. J'aimerais premièrement vous assurer que ni Rennsport, ni PCA sont associés d'aucune façon à ce club, et que les deux clubs ne sont pas interchangeables. C'est votre appartenance à PCA qui vous donne accès aux événements à travers l'Amérique du Nord, aux escomptes de prix et aux couvertures d'assurance, tel qu'un regroupement de plus de 50,000 propriétaires peut le faire. Je tiens aussi à vous mentionner que nous n'avons jamais remis notre liste de membre au Club Porsche du Québec et que nous n'en avons nullement l'intention. Cette procédure est la même pour tous. Rennsport est propriétaire de cette liste et nous avons toujours été très prudents avec celle-ci. Rennsport adhère à 100% avec les règles canadiennes concernant la confidentialité de l'information.

Au revoir, je dois créer une enseigne pour le toit de ma Porsche! Joyeux poisson d'avril!

A Parade to Remember

Ross Martindale

My '74 bone stock 911 was my daily ride. No major issues except for the increasingly long list of performance modifications to make it into the ultimate... a 1974 RSR.

After what seemed like endless years of reading and digesting 911 information, I found myself, like many others, gravitating towards the early 911RS Carreras and RSRs.

My wife would joke with me about the "performance modification of the day". It constantly changed, but what remained the same was the simple realization that taking an almost concours, bone stock coupe and making it the "factory racer" I wanted, required vast amount of dollars I didn't have and couldn't obtain in the near future.

Bummed! But not for long.

An original RS was not what I really wanted. Yes, the flares and ducktail were features I craved, but "original" meant serious bucks and too much pamper time. So I searched for replicas.

After a month, I found two in my price range that were clean, loaded, and ohh-so-beautiful. One slight problem. One was in Texas, the other in Montreal and I live in San Jose.

I talked endlessly with both owners and of course, as fate would have it, the one in Montreal was the better deal. Its owner, François Duval, gave me more than enough information and was very helpful in making me comfortable with the idea that his RS replica was the one I should have. My performance laundry list was basically bolted to this car.

Now, I had to test drive it and this is where my job kicked in.

I was helping with some sales work in Boston in August of '99, a week or so after I had decided on the Montreal car.

On Friday, after work, I rented a car and drove to the Province of Québec to meet with François and "Tweety", his speed yellow 911. We immediately drove to a friend's barn where the car resided.

Along the way, François mentioned that this weekend was the last two days of the 1999 Porsche Parade. I almost fell out of my seat. I had forgotten that the parade was at Mount Tremblant that year and only an hour or so from where François lived. Great, not only do I get to see the car, but I also get to see the tail end of the Parade. Not a bad coincidence.

We pulled up to a large barn and opened the doors. I can't really describe my grin when I saw the yellow RS replica sitting pretty on its 6x7

Fuchs. The factory Cibie Fender mounted fog lights smiled back.

Of course, I straightened up to play salesman with François and proceeded to inspect the car. Everything was as it had been stated.

After some time, I was ready for a test drive. I sat in the passenger seat and let François warm her up. We were in rural country and it was very dark, with back roads curving left and right. No other vehicles bothered us and there was only a mild hint of impending rain. The sound, smell, and aggressive acceleration are sensations I will

**"my performance
laundry list
was bolted to
this car "**

never forget. I knew that I was a 911 owner already!

About ten minutes into the ride, we pulled over and swapped positions to place me at the wheel. Fast, solid, and responsive characteristics with the basic rudimentary features I desired, were the order of the evening.

Some hours later, I told François the car was everything he advertised and we agreed on a purchase price.

While closing the deal at his place, he showed me some more paper work and we stumbled on an article about his father, Jacques Duval. The name was familiar, but it didn't click. I soon found out that Jacques had raced for Porsche in the early 70's and participated in such prestigious events as the 24 hour Daytona in a 914-6 GT. Better yet, I would get to meet him the next day at the Parade. What an evening this had turned out to be! An RS, a factory race driver and the Parade. My lucky day!

Early Saturday morning, I dropped the rental car off and headed north to show off my new car at the Parade.

In the interest of brevity - the Tremblant Parade was a blast. I met François' father, Jacques, saw an infinite number of desirable 911s, watched the races, realized that the 944 Turbo was more formidable than I had expected and basically grinned from ear to ear the whole time.

Now the big question, how does one get an RS from Montreal to San Jose? Driving it was the only answer!

For those of you who don't know me, I'm not the best at research - hence my trials at the Canadian/Vermont border where I was asked if I had purchased anything.

I said sure... the car.

The customs officer asked for my official DOT and EPA certification letter from Porsche and I handed him a pseudo, photo copied version of something I had found on the internet. Not good enough. Strike One!

I cruised back to Montreal and got a hotel room. In the morning I called Porsche's Atlanta headquarters and asked to get a copy of the Official letter. No problem (thank you Julie Latham). I had it couriered to a hotel somewhere east of Toronto, where I'd be at the end of the day (no prior reservations of course).

I picked up some cash for the impending duty I would have to pay on the car and proceeded west.

Still grinning, I arrived at the hotel.

Next morning I went to the nearest border patrol. Same story, yet I had the right paper work.

Like the previous agents, they were a little nervous about the car. Bright, unique, noisy, but undeniably cool. They checked it to the hilt.

After filling out the paperwork, they hit me up for cash - more cash than I had. No credit cards, checks, or foreign money accepted. I had hit my 24 hour \$300 ATM limit and needed even more. Strike two. It was late and the local banks were closed and the ATM's didn't have any idea what AMEX was. This was becoming painful.

Another so-so motel that evening and a trucker's food stop, but I still had the car, so my spirits were up.

• Above - François and Tweety beneath the tower at the "old" Tremblant track's control tower

One more try at the border crossing with lots of money from another ATM, letters, etc... and I'm golden.

For the third time I fill out the paperwork. Again they want to inspect the car.

After an explanation as to the purpose of a strut brace and sport muffler the officer inspected the interior. I was informed that my speedo had only km/hr on the dial with no reference to the US standard of mph. Strike three!

Once on U.S. soil, my frustration receded and pure driving pleasure kicked in. I was cruising through lunch hour traffic, somewhere near Detroit, the heart of U.S. muscle, in my 1973 911RS. I got plenty of smiles, fingers, oohs, and aahs.

This continued until Des Moines, Iowa, where civilization, as I knew it, disappeared and cars were replaced by big rigs, rest stops, and plenty of corn fields.

Two days and 2500 miles later, I was in Willow Glen, my San Jose neighborhood. Home turf!

I was sore, tired, and sick of fast food yet, I was still smiling like a hyena. My wife greeted me and was truly dazzled by our new purchase. Her short test drive and the grin on her face told it all. For a short while, I felt like the luckiest man on the planet - a cherry '74 911 and my dream car '73 RS sat side by side in the garage.

Looking back, I would do it all over again, but I'd make sure I listened to my wife some more and researched the importation procedure a little more carefully.

I know that if she finds a couch in Paris, that we just have to have, I will have to concede to such a "crazy trip" and enable her to wear "that grin" that I experienced for those few long days.

Miles per hour and kilometres per hour or mph only, were my choices. My frustration level kicked up a notch.

While thinking of how to get a speedo sent to me from one of the companies advertising in Excellence, the same officer approached and asked for the duty. I looked at him strangely but handed him the cash. A minute later, with the receipt in hand, he came back and told me that my '73 was exempt from the "rules" and that anything over 25 years old was OK.

Bingo, I'm in!

• Above: Rennsport member, François Duval used his speed yellow RS replica for driver education events before it left for the warmer climbs of San Jose

New Members

Nouveaux membres

DRIVER EDUCATION MEETING IN OTTAWA

RENCONTRE DE CONDUCTEURS DES COURS DE CONDUITE AVANCÉE À OTTAWA

Join us for an informal
supper session that will
answer your questions
about Rennsport's
Driver Education
Program.

Please note that this
meeting is for general
information only and is
not an alternative to the
scheduled ground
school at Blainville.

Participez au souper et
à la session de prépa-
ration pour les cours de
conduite avancée de
Rennsport.

Notez que cette ses-
sion est d'ordre général
et n'est pas un subsis-
tut à la session tech-
nique de Blainville.

Tuesday
May 2
Supper
6:30 pm
Session
7:30 pm

mardi
mai 2
souper
18:30
session
19:30

Kristy's Restaurant, 809
Richmond Road, Ottawa

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Patricia Duri - President
Member of the Rennsport Region, PCA

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TEL: 613-749-5542 Fax: 613-749-5799

Tremblant - Sanair

Location: Sanair juin 2 -3 June
Mont Tremblant juillet 6-7-8 July
Mont Tremblant août 11-12 August
Mont Tremblant septembre 14-15-16 September
Mont Tremblant octobre 6-7 October

Registrar: Philippe Gerard
 441 Sauriol
 St Eustache, QC J7P 5J2
 Hot Line 450/623-4250
 www.rennsport.ca

Sanair June 2-3	\$130 for Saturday and Sunday
Tremblant July 6-7-8	\$290 for Friday (pm), Saturday and Sunday
Tremblant July 7-8 only	\$250 for Saturday and Sunday
Tremblant August 11-12	\$250 for Saturday and Sunday
Tremblant September 14-15-16	\$345 for Friday, Saturday and Sunday
Tremblant September 15-16	\$250 for Saturday and Sunday
Tremblant October 6-7	\$250 for Sat and Sun

Package deal for all 5 events \$999 (includes the three day weekend events)

Ground School Blainville \$50 am-classroom, BBQ lunch, pm-practical

Registrations forms on the web site March 15 - www.rennsport.ca

Sanair juin 2-3	\$130 pour samedi et dimanche
Tremblant juillet 6-7-8	\$290 pour vendredi (pm) samedi et dimanche
Tremblant juillet 7-8	\$250 pour samedi et dimanche
Tremblant août 11-12	\$250 pour samedi et dimanche
Tremblant septembre 14-15-16	\$345 pour vendredi, samedi et dimanche
Tremblant septembre 15-16	\$250 pour samedi et dimanche
Tremblant octobre 6-7	\$250 pour samedi et dimanche

Prix spécial - les cinq événements \$999

Cours en Classe Blainville 50\$ salle de classe am, BBQ midi, sur piste pm

Enregistrements sur le web 15 mars - www.rennsport.ca

Tremblant - Sanair

Driver Education 2001

Rendez-Vous Techniques

CarloSPORT

Technical Sessions

Pour la dernière session technique chez CarloSPORT le 21 avril, il y aura un invité spécial. Spectral Auto est spécialiste en esthétique automobile.

Mr. Peter Kauspedas de Spectral Auto va nous démontrer comment laver, cirer et entretenir notre Porsche.

Aussi ne manquez pas ce rendez-vous et soyez là pour la session technique en plus de la session d'esthétique auto.

S.V.P. réservez à l'avance (place limitée, collation sur place. Merci

robert.plante2@sympatico.ca ou en me contactant directement au 450/589-0070

For the last tech session at CarloSPORT on April 21st, there will be a special guest.

Spectral Auto's, Peter Kauspedas, a specialist in aesthetic automobile maintenance will show us how to manage a beautiful car for the next Porsche Parade.

Demonstrations of how to wash, wax and clean our Porsches will be offered.

Don't miss it! Join us for the tech session and the auto aesthetic presentation. You are all welcome. Please register in advance as places are limited. Refreshments will be served. Thank you.

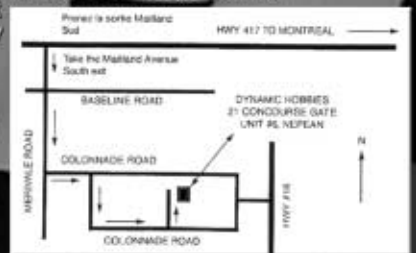
robert.plante2@sympatico.ca or contact me directly at 450/589-0070

The Green Flag drops April 7th!

April 7th Rennsport hosts the competition for the coveted Silver Shaft, awarded to the fastest slot car racer in the region. We provide the nibbles and the slot cars, you bring your index finger. There's a cash bar in the attached restaurant and plenty of time for bench racing. There is a special category for kids, so bring them along.

Doors open at 6:00 and racing starts at 7:00.

RSVP NOW! to Paul Brassard at (613)596-7485 day or (819) 663-6685 night or e-mail paul.brassard@cdott.com
Racing takes place at Dynamic Hobbies,
21 Concourse Gate, Nepean (see map)



Le Drapeau vert tombe 7 avril!

Le 7 Avril 2001, Rennsport vous invite à la compétition très convoitée du Silver Shaft, décerné au coureur d'auto miniature le plus rapide de la région. Nous servirons des amuse-gueules et fournirons les voitures, et vous n'avez qu'à vous assurer que votre index sera là. Le restaurant annexé pourra également vous servir vos boissons préférées, moyennant quelques dollars, ce qui vous donnera amplement de temps pour raffiner vos stratégies. Il y aura une catégorie spéciale pour les enfants, alors emmenez-les. Les portes ouvrent à 18:00 et les courses débutent à 19:00.

RSVP Maintenant! à Paul Brassard au (613) 596-7485 jour ou (819)663-6685 soir ou e-mail à paul.brassard@cdott.com.
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dimanche, mai 6
10:00 h - 14:00 h

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Jeff Norman 613/226-7902
for more details

Sunday
May 6th
10 - 2 pm

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- *autojumble*
- *troc et échange*
- *vente de garage*
- *marché aux puces*

Giant
Porsche
Swap Meet
Garage Sale

Gigantesque
Échange de
Pièces
Porsche
et vente de
garage

Welcome once again. This month we have a blow-by-blow description of the replacement of a 944 turbo charger. Philippe Desjardins, an enthusiastic participant to our Driver Education events, has kindly written up his procedure for turbo replacement. It's an excellent article that many of you 951 owners will archive for future reference. Thanks Philippe, and great job. Can't wait to see how it all turned out come track time.

Next month Rob Woyzbun will have an article on C2 suspension tuning – "Staying on Track As a Club Racer" . See you then. Marc Belanger - Technical Editor

944 Turbo Replacement by Philippe Desjardins

This little project of mine started after our last track event at the end of September when I found traces of oil in my antifreeze. The seals in the oil cooler housing on any 944 are known weak points so that's the first place I looked.

They were fine so I started to look elsewhere. Could I have blown another head gasket! I don't drive it that hard! Do I? Off with the head but the head gasket was fine. By this point I was really scratching my own head as to how oil got into the antifreeze. My car has over 180 000 km on it, so I suspected that perhaps the seals/bushings in the turbo were the cause. As it turned out, my suspicions were correct and I decided to either rebuild or replace the Turbo.

After careful thought I decided to upgrade to an after market turbo (Garret – Huntley) instead of having my original K26-6 rebuilt. The intent of

my article is to describe how to install this Turbo.

After many emails to the 951 Rennlist, I purchased a Huntley stage 2 ball bearing turbo. This is a Garret unit modified to Huntley's specifications. If the end result is half of what was claimed by other people who have installed it, I'll be tickled pink and have an ear to ear grin next summer.

(ed. note.: Please follow the manufacturer's recommended procedures when attempting to work on your car and it's fuel system.)

To begin with, open the hood and remove the fuse for the fuel pump then restart the engine and run it until it stalls. This is to relieve the fuel pressure in the system, so that when you remove the fuel supply hoses (later) you won't get sprayed with fuel.

Next unplug the negative battery cable and place it so it can not come in contact with the negative pole on the battery.

Now raise the car on four jack stands to an appropriate and safe height (about 14 to 16 inches).

Start by getting underneath the car and removing the under engine plastic and metal trays as well as the part under the front bumper cover.

I opted to remove the alternator in order to have easier access to the turbo but it's not necessary. While you are underneath, release the tension on the alternator and A/C compressor belts by loosening the lock nuts on the tensioner

arms and then turn the center section which will bring the AC compressor and power steering pump closer to the crank shaft pulley. This allows you to remove the belts.

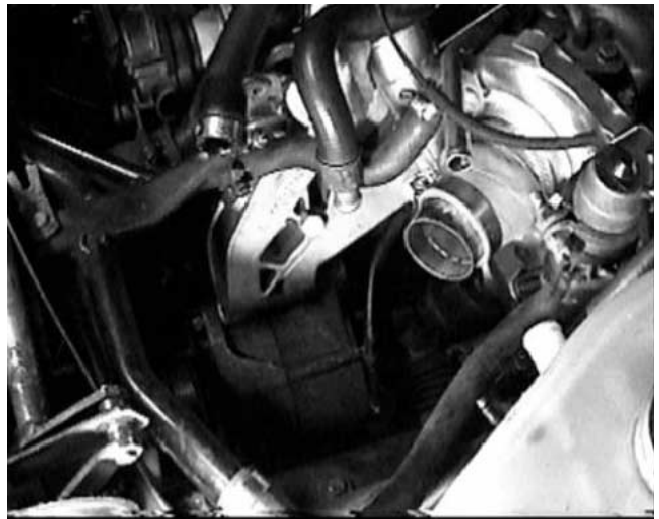
Next get a pan, (like the one you use to do oil changes) open the drain plug and drain the radiator. I find it faster and easier to remove the lower radiator hose. Your engine should be cold by now, but if it's still warm, please take care not to burn your self with the hot antifreeze.

Once you have loosened the hose clamp, give the hose a little twist to unstick it from the radiator. Place the pan underneath and gently pull the hose out until the antifreeze rushes out and runs down your arm and into the pan. (Go ahead, laugh it up!). Get up and remove the radiator cap. While the rad is draining, remove the air box and mass airflow sensor as well as the intercooler pipes. Place rags into the intercooler openings. It's now a great time to flush out the intercooler by spraying in a fair amount of Simple Green cleaner and filling it up with water. Let it soak for a while and then empty it with a wet/dry shop vac.

If you wish to remove the alternator, do so now, as it comes out the top. Remove the distributor cap and spark plug wires. Next remove the plastic cover on the end of the fuel rail and unplug the fuel supply hoses. Unplug the four electrical connectors to the

injectors. Undo the four bolts that hold the rail to the cam cover and intake manifold, then gently pull squarely on the rail with the injectors towards yourself. Watch out! The rail is still full of fuel.

Find and remove the two bolts under the intake manifold as well as the one holding the dipstick, then remove the two allen bolts on top rear of the intake manifold. Unhook the throttle cable



• Above - Turbo location in the 944 engine compartment.
All photos by Phillippe Desjardins

from the throttle body cam and unbolt the cable bracket from the intake manifold. Unbolt the intake manifold and set it aside.

At this point, most of you doing this are going to say, "What have I gotten myself into!"

There seems to be about 300 ft. of tubing below the intake manifold, all a source of potential vacuum leaks and therefore boost leaks. The best thing you can do now before going any fur-

ther is either take a few pictures (don't forget they are worth more than a thousand words each) or draw some clear sketches of what goes where. *(ed. note. – Very good advice)*

Undo the coolant hose going into the left (from driver's seat) part of the turbo, as well as the coolant hose coming out of it. Leave the metal pipe, with the temperature switch, attached to the turbo. Remove the intake "boot" that came from the MAF, as well as the



• Above - New Turbocharger in place

rubber outlet pipe that goes to the intercooler. Unplug the temperature sensor wire. Unbolt the turbo water pump from the brake booster heat shield and then undo all the bolts holding the heat shield to the chassis (you'll love the one on the bottom rear). While you're down there, it's a good time to remove the bolts from the down pipe coming from the turbo. The one holding the down pipe bracket to

the block can be removed from the top using a universal socket (U-joint and socket combined together). Remove the heat shield and set it aside. Remove the bolts coming from the crossover pipe to the turbo (another of the great challenges in this upgrade). Next remove the small heat shield protecting the steering column going into the steering box.

Now we need to be careful with the next steps in order not to break the bolts that hold the turbo to the engine mount bracket. These bolts can be removed without removing the steering rack, but you need to be careful not to strip the allen bolts.

I made a tool that works for me and it's actually inexpensive. Go to an auto parts store and buy a straight (not the T type) 6 mm allen screwdriver. The shaft sticking out should be about 6 to 7 in. long. Remove the plastic handle by cutting along its length with a hack saw. Get a 6 mm socket and tape the shaft to the socket.

Before you try and loosen a bolt you must "wake up" the bolt by placing your new tool firmly into the allen head and hitting it repeatedly and firmly with a hammer. This helps loosen the rust seizing the bolts to the turbo.

You now should be able to remove the bolts using only a 3/8 in. ratchet. (no extensions or pry bars please)

Use steady pressure and make sure you push up in order to keep the allen well seated in the bolt head.

If you bought an allen screwdriver with the ball head, do not use the ball end. It will break off in the bolt leaving you with a 50/50 chance of removing the ball from the bolt head. If it's stuck there you won't be able to drill the head

off the bolt. I got lucky mine came out!)

The next step is to unbolt the oil line from the top of the turbo, and Voila! Pull it out. The worst is now behind you.

Remove the coolant fittings going into the turbo, and remove the down pipe. Don't worry, the studs will break. bit you get new ones with the turbo. This is about the only time to use brute force in this procedure, so enjoy it.

Get your new pride and joy out if the box and grin. Follow the instructions supplied with the turbo on how to index it (i.e. lining up the two housings) and do it a first time without the down pipe and then with the down pipe so you are sure everything lines up. Some prying of the crossover pipe is required.

Before final assembly, use anti seize on all the bolts as well as new crush rings and seals.

Install the new temperature switch supplied with the turbo, as the original one is too tall and will hit the intake manifold.

Once you have it bolted into place and properly torqued, its time to install the reducer sold by Huntley.

The new turbo has a 2" inlet and the stock unit has a 2" inlet, therefore the stock boot from the MAF will not fit your new turbo. The reducer has to be trimmed to fit unless you have really strong fingers and more patience than I've got. I removed the red rubber lining inside the "Purosil" reducer by

basically shaving it off with a utility knife to allow it to slip it over the inlet and secure it with a clamp.

I had to make an elbow using a length of 2" exhaust pipe available at Canadian Tire in order to get the boot to line up with the reducer. I just cut out a pie shaped piece and braised it together, filed it smooth and, Voila! Make sure there are no burs inside, as these could end up inside your engine.



• Above - Looking down the throat of the new Turbo at the shaft vanes

The stock boot had to be cut about 3/8" in front of where the breather hose plugs into it. Trim in small increments as a new boot is about \$175.

Rebuilding is in reverse order of disassembly.

Now change your oil and filter. Don't forget to refill and bleed the cooling system. Do not start the car until you have verified that there are no fuel leaks. After you do start it for the first

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time, stop the engine and check for leaks. Start it again and let it get to operating temperature.

Don't panic if you see a little smoke, its just your oily fingerprints burning off the exhaust system and it will disappear in a few minutes. Follow the break-in procedure that came with the turbo.

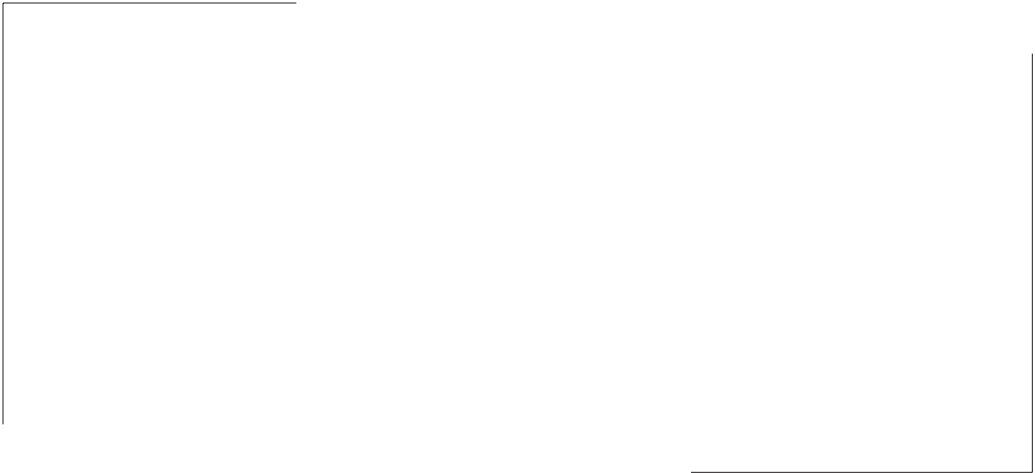
Now all that is left to do is wait for the snow to disappear!



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Gordon Myers is a member of the Canadian diplomatic community in Beijing, China. Gordon is also a keen fan of Porsches and for the past two years, his monthly copy of Der Auspuff has found its way to his desk in the Canadian embassy in Beijing.

Gord was set to purchase a late model 911 3.2 Carrera, but with his extended posting to China, he has postponed his Porsche acquisition until he is back on



• Above: Entrance to Porsche AG's new dealership in Beijing. photos: Gord Myers

Canadian soil. With his return, the search for an excellent example of the 3.2 Carrera will begin again.

From time to time, Gord has sent me e-mails and pictures related to automotive developments in Beijing. His messages are always interesting and are usually accompanied by several photos. With Porsche AG's latest announcement of their new dealership in China, Gord thought that the readers of Der Auspuff might appreciate some inside information. Over to Gord...

As luck would have it last week, I received a call from the embassy secretary to the head of the Trade section. Evidently, he had received an invitation to a Grand Opening and was unable to attend. The opening was for Beijing's new Porsche dealership !! (Since her husband is my boss, she naturally thought of me).

I went down to the dealer's showroom last Saturday. It's located in prime real estate just a stone's throw from Tiannanmen Square. The dealership, which takes up a portion of the ground floor of a large office tower, has an interesting "High Tech" look to its interior design.

I spoke with the Assistant Manager who advised that Porsche has never had a dealer in China - this is their first. Apparently, the few Porsches I've seen on the streets were imported privately.

He went on to explain that Porsche AG hopes to sell 20 cars in China by the end of this model year (August) and 40 next year. After a period of time, to see how sales are going, they may well open other dealers in cities like Chongqing (30 million people) and Shanghai (15 million people).

The price? Well, the Boxster (2.7 litre - not the "S") is RMB 1.1 Million and the 911 weighs in at RMB 1.8 Million. The local currency is Yuan or Renminbi - People's Money - there, your first Chinese lesson. At the current rate of exchange that puts the Boxster at CDN \$200,000 and the 911 at just over CDN

\$327,000 !!! Now, this price also includes tax, which is probably in the 100% or over bracket - very high tax for luxury items.

When the wealthy Chinese want to show off, they do so with an expensive item, whether it is clothing, jewellery, etc. So, there are few 3-Series BMWs and C-Class Mercedes on the roads, and 5-Series and S-Class cars are a dime a dozen - every one seems to have one. I saw a brand new CL



• Above: Chinese Boxster - \$200,000



• Above: Just over \$327,000 for this 911 in Beijing.

Roadster on the way back from the Porsche dealer. The Ferrari dealer has sold one 360 Modena at CDN \$ 600,000. It's simply amazing - you can buy most anything here, albeit at a price.

I took some photos at the dealer last Saturday. Enjoy!

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RENNSPORT REGION - PORSCHE CLUB OF AMERICA
BALANCE SHEET / ETATS FINANCIERS
As at December 31, 2000
(unaudited) (non vérifié)

ASSETS / ACTIFS	2000	1999
Cash & term deposit / Banque & dépôts à terme.....	\$61841	\$49754
Accounts receivable / Comptes recevables.....	5183	7359
Fixed Assets / Immobilisations.....	4095	4181
Goodie Store / Inventaire.....	3824	3872
ACTIF COURT TERME - TOTAL.....	<u>\$74943</u>	<u>\$65166</u>
 LIABILITIES & MEMBERS EQUITY / PASSIF & AVOIR DES MEMBRES		
Account payables / Comptes Payables.....	\$12371	\$13150
 MEMBERS EQUITY / VALEUR NETTE		
Balance January 1st, 2000.....	\$51966	\$48309
Add net income 2000 / Bénéfices année en cours.....	10606	3657
Total Members Equity December 31, 2000 / Béméfices au 31 décembre.....	<u>\$62572</u>	<u>\$51966</u>
Total Liabilities & Member Equity / Passif et Avoir des membres.....	<u>\$74943</u>	<u>\$65166</u>

RENNSPORT REGION - PORSCHE CLUB OF AMERICA
INCOME STATEMENT / ETATS DES RÉSULTATS
For the year ended December 31, 2000 /
Pour l'année se terminant le 31 décembre 200
(unaudited) (non vérifié)

	2000	1999
REVENUE / REVENUS		
Advertising / Publicité Magazine.....	5671	10518
Annual General Meeting (AGM).....	11998	4794
Car Show / Concours D'Élégance.....	1536	N/A
Club Race 99.....	N/A	38688
Cotisation / Membership Fees.....	17773	11351
Driver Education Weekends / Cours conduite avancée.....	33172	74789
Goodie Store.....	2186	1612
Misc. Revenues / Revenus divers.....	209	2055
Parade 99.....	31944	1660
PCA Rebates / Rabais PCA - re: membership.....	7506	9161
Bank Interest Revenue / Revenus intérêts de banque.....	1708	518
Rally / Rallye.....	N/A	475
REVENUE / REVENUS - TOTAL.....	113703	155621
EXPENSES / DÉPENSES		
Events / Événements		
Annual General Meeting (AGM).....	13186	7013
Car Show / Concours D'Élégance.....	2324	305
Club Race 99.....	N/A	33147
Der Auspuff.....	21866	19084
Driver Education Weekends / Cours conduite avancée.....	33718	76497
Goodie Store.....	3090	2959
Parade 99.....	13127	N/A
Rally / Rallye.....	N/A	1459
Silver Shaft - Total.....	811	800
Event Costs / Coût des événements.....	88122	141264
ADMINISTRATION		
Bad Debts / Mauvais créances.....	1783	950
Depreciation / Amortissement.....	1205	1439
Executive Meetings / Rencontres Conseil Administration.....	2890	2247
Office Expenses / Dépenses bureau.....	3032	2025
Zone 1 Meetings / Rencontres Zone 1.....	2167	637
Storage / Entreposage.....	1286	N/A
Web Site.....	866	N/A
Bank Charges.....	1588	3082
Taxes Non Recoverable / Taxe non récupérable.....	158	320
Administration: Costs / Coûts.....	14975	10700
PROFIT / BÉNÉFICES.....	10606	3657

By the time you read this, spring will likely be upon us. As I write, I am struggling with what to wish for. You see it's a very bitter sweet time of year for the lovely Jacquelin and I, as we are both avid sport snowmobiler riders. Right now, I can honestly say that we have a real dilemma... we don't know whether to pray for snow so we can ride, or hope for sun so that the beloved Porsche can come out of storage. What does this have to do with the club you say? Well, the experiences and lessons you learn in our club DEW's are applicable to more than just cars, so give some thought to perhaps looking at participating in the Rennsport DEW program this year; the calendar is in the front of the Auspuff and on the RSR web page. If I'm lucky enough to meet any of you "new" DEW participants this year, remind me to tell you what it's like looking for apexes, gently squeezing the brake and throttle, practicing vision... on snow... with tracks and skis... doing 140kph! So, enough about me, on to the February meeting of the executive in Hawkesbury.

A bit of background first; we discussed many things that night, and although it may seem by reading my report that only a few issues were covered, in reality it's because the administrative side of many of these points required a thorough understanding and discussion by your executive team.

After opening up with our usual financial updates and reviewing our ToDo's, the executive moved right onto approving the 2001 track budget and planning out the year ahead. I can tell you that we now have a complete

C'est bientôt l'arrivée du printemps. Lorsque j'écris ce rapport, j'ai de la peine à décider si je voudrais plus de neige où sa disparition totale. C'est un temps amer-doux pour Jacquelin et moi car nous sommes des mordus de la motoneige. Est-ce que je dois prier pour des bordées de neige afin de continuer la saison où le retour du soleil chaud afin de fondre le tout qui annoncerait la sortie des Porsche? Quel dilemme!

Qu'est-ce que cela a comme intérêt

**“rendez-vous à Sanair,
à Mt-Tremblant
vérifiez le calendrier
des événements ”**

avec le club? Bonne question. Toutes les leçons et expériences que vous avez mises en pratique lors de cours de conduite avancée peuvent être utilisées en conduisant d'autres types de transport.

Peut être auriez-vous le goût de participer à un des ces cours? Si oui, vérifiez le calendrier, p.4, ainsi que le site web, RSR. Si je vous rencontre à l'été, rappelez moi de vous raconter comment c'est de chercher l'apex, de doucement appliquer les freins ou accélérateur, de pratiquer les principes de vision... sur neige, sur piste avec des skis... allant à 140km/h! Cela suffit de mes expériences hivernales, passons à la

and approved slate of DEW dates for Sanair and the new Mt Tremblant, so check the calendar and book your arrangements soon. Speaking of arrangements, thanks to our treasurer Nicole, it looks like we will have some really good rates this year at the local lodging establishments in Tremblant! Merci Nicole for your efforts in this matter!

As part of the discussions surrounding the track budget and events, two other "hot" topics were covered. Namely, the fire extinguisher rule, and the track meal possibilities. As you

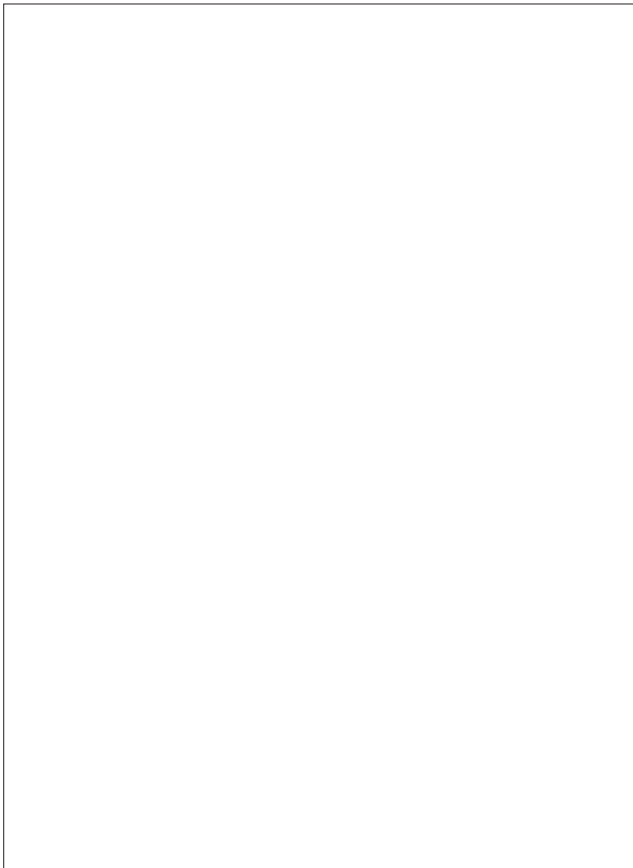
recontre de l'exécutif de février à Hawkesbury.

Quelques détails au préalable, nous avons discuté de plusieurs items même s'ils ne sont pas reflétés dans ce rapport car sur le côté administratif plusieurs de ces items exigeaient une compréhension et une discussion par l'équipe.

Donc, la réunion débuta par le rapport de l'état des finances, suivi par la liste de "à faire". L'exécutif a approuvé le budget 2001 pour la piste et les activités qui se dérouleront. Nous avons une liste des cours offerts à Sanair, au nouveau Mt-Tremblant. Vérifiez le calendrier pour tous renseignements et réservez vos chambres. Grâce à Nicole, notre trésorière, elle a réussi à dénicher d'excellent prix pour les chambres à Tremblant. Merci Nicole pour ta tenacité et ton travail.

En ce qui concerne les discussions au sujet du budget de la piste et des événements, deux autres sujets sont tombés sur le tapis, en autre, le règlement sur l'extincteur à feu ainsi que le repas du samedi soir. Vous vous souvenez peut être que le mois dernier il y avait eu discussion de modifier le règlement au sujet des extincteurs à feu pour les participants des cours de conduite avancée. Toujours est-il qu'après maintes discussions et en consultation avec les membres de l'exécutif, nous avons conclu que la règle ne serait pas modifiée ou changée. Cela se traduit que l'appareil doit être affixé métal sur métal dans la voiture des participants au cours de conduite.

L'item suivant concernait le repas du samedi soir. Aucune décision ne fut prise pour le moment, mais c'est certain que la plupart des gens veulent garder le cachet spécial d'une rencontre sociale



may recall, last month there were discussions surrounding the modification of the fire extinguisher mandate for DEW participants. As it turned out, this was a much debated issue. In the end, it was agreed (after much consultation with club officials) that the rule should stand the way it is, and no modifications would be made. Fire extinguishers, mounted metal to metal will be required in all DEW participants' cars.

The next topic of discussion was what to do about a meal on the Saturday night of our DEW's. At this point, nothing firm was decided, but we will be researching all options such as the traditional restaurant, a track barbeque, etc.. We all agreed that the social aspects of the gathering at the end of the day, were an important part of our track events and they will be preserved in some manner. Perhaps we can look at equipping our Porsche's with "Car-Be-Ques" that way we could save time and costs and prepare the hot meals while running around the track!

Well that's about it for this month except to say that our Social Activities chair person (Robert Plante) has been hard at work as usual. I suggest that you all keep an eye out in the calendar for the concours date this year. I guarantee that its going to be quite an event as it will take place at Mt. Tremblant, and it will all be for the benefit of charity! So get your cars polished and your engines gleaming and be ready to do battle with your quick detailer!

Bye for now, I'm off to enjoy that last bit of snow before its time to say good bye to winter and hello to another Porsche summer!

à la fin de la journée, que cela soit un souper au resto ou un BBQ à la piste. C'est un moment très spécial de prendre une p'tite frette après les épreuves de la journée, de partager les péripéties, et de blaquer un peu. On est tous d'accord que cela doit être préservé. Mais comment? Peut-être pourrions-nous équiper nos voitures avec des Car-Be-Ques afin de cuire nos repas durant nos tournées sur piste! Quelle économie de temps et de sous.

Mes renseignements s'achèvent. N'oubliez pas de vérifier le calendrier social. Notre responsable des activités sociales, Robert Plante est très occupé dans l'organisation des sorties intéressantes. Gardez l'oeil ouvert pour l'annonce du concours de cette année qui s'annonce très excitant et tout nouveau. Il aura lieu à Mt-Tremblant et les bénéfices iront pour une cause charitable. Donc, commencez à frotter votre voiture, à nettoyer votre moteur et à engager la bataille avec vos produits favoris!

Je vous dis aurevoir pour maintenant. J'accours pour jouir des derniers flocons de neige avant la fonte et je m'appête à saluer la nouvelle saison qui approche, la venue de l'été et la sortie des Porsche.

Welcome to Rennsport - 616 Registered Porsches

Bienvenue au Rennsport - 616 Porsches Inscrites

Sam Maltezos
Ottawa, QC
Black 2000 Boxster

Richard Viens
Dorval, QC
Black 1989 911

Les & Aileen Crane
Ottawa, ON
Kiln Red 1984 911

Manfred Schlesiger
Ottawa, ON
Blue 1987 911

Geoff & Tessa Wright
Ottawa, ON
1991 944 S2

Michael Burgener & Cheryl
Hislop
Ottawa, ON
Yellow 1998 924S

Seth Hamilton & Dan Vanderish
Ottawa, ON
Black 2000 911 Cabriolet

Michel David
Hudson- Heights, QC
Silver 2000 Boxster

Jean-Frederic Klein
Ste-Julie, QC
Silver 2001 911

Jean-Pierre Gagné
Drummondville, QC
White 1980 924 Turbo

Les Membres RSR Members

• Below - Louise Pearl, joined RSR in 1995. She is a valued member of the instructor team. Al and Anne Gardiner joined in 1991 and spent several years ensuring that you received your monthly Der Auspuff

• Ci dessous - Michel Rompré fait partie du club depuis 1989. Il est un membre estimé de l'équipe des instructeurs.
John Leiss au sourire gagnant, est membre depuis 1992. Sa compagnie nous a encouragé depuis plusieurs années.

Market Place Au Marché

- **1982 911 SC Targa** 3L, 204 hp, 5 vitesses, vitres et miroirs électriques, mags 16", Goodyear 205/225/50VR16, air, radio CD, extérieur blanc, intérieur cuir et tissu beige, spoiler turbo, fog lights, tool kit. \$26 000 Jean-Marie 514-381-0245 (a)
- **A vendre:** 944 Turbo S brake calipers, rebuilt, painted red and in excellent condition. Excellent upgrade for 86 and up 944 Turbo. \$700. Etriers de freins de 944 Turbo S reconditionnés, repeint rouge. En excellente condition. Modification parfaite pour toutes 944 Turbo 1986 et plus récentes. \$700 Michel Galarneau 450-965-0332, mgalarn@attglobal.net (c)
- **A vendre:** 944 Turbo S Forged wheels 7.5"X16" and 9"X16". Showroom condition. \$1300 Excellent upgrade for any 1987 and up 944. Jantes forgées de 944 Turbo S 7.5"X16" et 9"X16" en excellente condition. \$1300. Modification parfaite pour toutes 944 1987 et plus récentes. Michel Galarneau 450-965-0332, mgalarn@attglobal.net (c)
- **A vendre:** 911 cabriolet 1983 SC rouge 65000 km bridgestone neufs, ailerons, entièrement d'origine, un bijou...\$35000 aussi une 911 cabriolet 1988 bleu 75000 mi parfaite condition \$44000 avec roue 17" C2 turbo ou \$42000 avec les fuch d'origine non négociable Jean au 514-626-7706 (b)
- **Parts 1997 993** 1. Four Porsche wheels 17" complete with SO2 Bridgestones - front 205 50ZR 17: rear 255 40ZR 17. Perfect condition, low mileage. 2. Air Box complete with air filter. 3. Rear deck light - 95 model. Contact 613-730-2695 Ottawa. (b)
- **For Sale:** 1981 924 for parts, everything is there, lost interest. Shell has no rust. Could be restored for track use. \$900 obo. Mario 613-830-9086 (b)
- **Wanted:** `86 - `89 944 or 944S normally aspirated with AC. Very good to excellent condition. Service records preferred. David_Kuracina@ocdsb.edu.on.ca 613-235-8847 (b)
- **928 parts:** 1985/86 5 litre 928 5 spd. transmission/transaxle plus all parts for conversion if nec. \$2 000, (4) 8X16 phone dial rims plus tires \$1 000, rebuilt 5 L engine short block plus various parts \$2 000, gas tank \$300. Mark Holleron 613/795-9107 photocom@comnet.ca (d)
- **For Sale:** Corbeau Forza II competition seat. Black cloth over tubular steel construction. Mint condition. \$150 firm. Seat mounting kit, fits all Porsches, \$50 Tom at 613-596-5460, leave message (a)
- **911 parts:** 1987 Carrera 1. Black Leather Factory Sport Seats. Seats have power height adjustment and are in very good condition. - \$1500.00 2. Full 3.2L exhaust system. Includes cat and cat by-pass pipe. - \$500.00 3. Factory 4 spoke 911 steering wheel in black leather. - \$200 4. Factory 911 G-50 shift knob in black leather. - \$20 5. 2 6x16", 2 7.5x16" Design 90 wheels with painted center crests. Fits 964, but includes spacers to fit pre 964 cars. Wheels have some marks and rear tires are shot.- \$800.00 6. Front calipers. - \$200 7. Front and rear torsion bars. Rears fit G50 cars only. - \$80 Pictures available at "<http://members.renlist.com/sjanes/ForSale.htm>" Contact Stacy Janes email: sjanes@home.com phone: (613) 523-6543 (c)
- **For Sale:** Set of 7J & 8 J x 15 BBS wheels, (Gold centered honeycomb style) Excellent condition, with centre caps. Removed from 87 Carrera. \$600 OBO. contact Ed at 450-452-3026 (w), 450-424-5646 (h) or ebergnach@canadianhelicopters.com (a)
- **Crew Wanted:** Club racer seeks crew for PCA race at Mid Ohio. Leaving Ottawa May 9, returning May 14. Transportation, lodging, some meals paid. No experience required, will train. Info: Tom Laing 613-596-5460 or email tom.lang@cdott.com (a)
- **Porsche Giant Swap Meet and Garage Sale:** Sunday, May 6 from 10 am until 2 pm. Bring your Porsches, your Porsche parts, sales brochures, memorabilia, picnic lunch and a table or a tarp. 1777 Woodward Ave. Ottawa. Conversation and display spaces, free of charge. Please call Rob at 613-722-7277 for more details. Rain date, May 27th.
- **Gigantesque Échange de Pièces Porsche et Vente De Garage.** dimanche, mai 6, 10:00h - 14:00h. Apporter votre Porsche, vos pièces Porsche, le contenu de votre garage, toile de plastique, pique-nique, tout ce que vous voulez. Aucun frais, 1777 Woodward Ave. Communiquez avec Rob à 613-722-7277 pour plus de renseignements. Jour de pluie, mai 27.

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Executive meetings take place the fourth Thursday of the month at the the Best Western Hotel, 1575 Tupper Street, Hawkesbury, ON. All members are welcome to attend.

La Réunion du Conseil D'Administration a lieu tous les 4e jeudi du mois. Tous les membres sont bienvenus.