

DER AUSPUFF

PORSCHE CLUB OF AMERICA - CLUB PORSCHE D'AMERIQUE
REGION RENNSPORT REGION

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EDITORS / EDITEURS

Robert Martin & Barbara Martin (Français)
613/722-7277
robert_martin@ocdsb.edu.on.ca

CONTRIBUTING EDITORS / EDITEURS COLLABORATEURS

Marc Belanger
613/739-8084
marc_belanger@powercet.com

Stéphane Coté
418/660-1117

François Duval
514/585-6935

Bob Rouleau
514/694-7375
rrouleau@dataradio.com

CONTRIBUTING PHOTOGRAPHER / PHOTOGRAPHE

Marcia Wheeler
613/232-6780

ADVERTISING / PUBLICITE

Ron Whitehead
450/641-0841

DER AUSPUFF MAILING / POSTE

Jeff & Elvira Norman
613/829-7489

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COVER / COUVERTURE



Blainville Boxster
Blainville Boxster

2001 Calendar/Calendrier

May				
19-20 26	Zone 1 Concours d'Élégance Instructor Training	Newport, RI Sanair	Don & Kathy Plant Robert Rouleau	508/993-7736 514/694-7375
June				
9	Coffee Run	Ottawa	Gary Corbett	
10	Crescent Street F-1 (p.33)	Montreal	Robert Plante	450/589-0070
24	Rennsport Region Car Show (p.26)	Mont Tremblant	Silvano Bozzini	450/667-5836
29-30	Zone 1 48 Hours at the Glen	Watkins Glen	George Beauselinck	614/658-9593
July				
1	Zone 1 48 Hours at the Glen	Watkins Glen	George Beauselinck	614/658-9593
6-7-8	RSR Driver Education Weekend	Mont-Tremblant	Philippe Girard	450/623-4250
14	Coffee Run	Ottawa	Paul Brassard	819/663-6685
21	Dynomometer Session	Boucherville	Robert Plante	450/589-0070
August				
11-12	Le Gala des Chutes Montmorency RSR Driver Education Weekend	Ville de Québec Mont-Tremblant	André Guillemette Philippe Girard	418/661-9072 450/623-4250
25	Coffee Run	Ottawa	Eric Gutknecht	613/728-0826
September				
8	Coffee Run	Ottawa	Stacey Janes	613/523-6543
14-15-16	RSR Driver Education Weekend	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	Mont-Tremblant	Philippe Girard	450/623-4250
13	Coffee Run	Ottawa	Paul Brassard	819/663-6685

Rencontres Mensuelles - RENNSPORT - Monthly Gatherings

MONTREAL

mardi second
Second Tuesday of every month
Boccacinos (514/336-9063)
1790 Côte Vertu
St-Laurent, QC 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

East Side Mario's
place Fleur de Lys,
boul. Hamel (voisin du Sears)
18H30
Stéphane Côté 418/660-1117

I remember the fuss we made five years ago on the anniversary of our 25th year of existence. A special issue of *Der Auspuff* was commissioned to review the progress of our region throughout the quarter of a century that had passed since the first organizational meeting.

While working on this issue, it occurred to us that this is five years on and we have reached another mile stone on road to perpetuity. This year marks Rennsport's 30th birthday and while there remains only a handful of members that can remember all of the thirty summers, there are quite a few of us who have enjoyed our memberships for more than a decade.

Speaking of time, after 12 years of air cooled bliss, Barbara and I, have succumbed and joined the water cooled members of Rennsport. No, we haven't parted with the yellow 911, but a Guards Red 944 has joined the family.

This 15 year old will need a few of the usual 944 replacement parts, but it's a sound car with excellent compression and leak down numbers.

We're quickly learning about motor mounts, timing belts, broken heater control clips and the joys of anti freeze, water pumps and heating hoses. Aaaaargh, water! What have we got ourselves into?

On the plus side, this veteran corners like Jack, the Bear, makes neat Porschy sounds, didn't cost an arm and a leg, and still manages to turn a head or two.

This is really Barbara's Porsche, as she never really felt comfortable with the track car and really missed our first 911 and the joys of a daily driver. That said, she continues to be a keen "trackie" and is already planning her first driver education weekend after an absence of more than a year. Drop by and say "Hello".

Here's to another thirty years of Porsching....

Un souvenir-25 ans d'existence, il y a cinq ans passé. Je me souviens de cet anniversaire et des activités spéciales qui entouraient cette fête. Nous avons préparé une revue spéciale du *Der Auspuff* en soulignant les points importants des premiers vingt-cinq ans de notre région.

En travaillant sur la revue de ce mois, nous réfléchissons sur les dernières cinq années qui se sont écoulées. Nous sommes à l'apogée d'un autre anniversaire. Eh, oui, Rennsport célèbre ses trente années d'existence. Peu d'entre nous se souviendrons des trente saisons, mais plusieurs personnes sont membres depuis une dizaine d'années. Bon anniversaire, Rennsport.

Cela fait environ 12 ans que Rob et moi sommes membres du club avec une voiture "air cooled" aka 911. Mais, voilà, que nous avons joint le groupe des "water cooled." Nous avons toujours le péril jaune 911, et nous avons ajouté à notre écurie une 944 rouge.

Dame précieuse avec tous ses bobos de 15 ans d'existence, elle requiert quelques nouvelles pièces, un brin d'amour et beaucoup de patience. Sa compression est excellente et pas trop de "leak down"-messieurs vous comprenez ce langage!

Tant de nouvelles pièces! des motor mounts, des courroies de timing, des clips pour le réglage de la chaleur-(il y a même des articles de cela dans *Excellence*)-oui, oui, je dois lire tout cela. Il y a également la pompe à eau, l'anti gèle et l'eau ugh! on s'embarque pour de vrai!

Passons au côté positif, cette belle vieille est devenue solide, à un son guttural, typiquement Porsche, est dotée de vitesses faciles à changer, réussit à faire tourner quelques têtes. Je l'aime.

J'ai hâte de l'essayer sur la piste car je n'ai pas pu m'habituer au menaçant péril jaune! Venez nous dire bonjour à la piste.

Voilà à un autre trente ans de Porsche...

I'm staring at my wall calendar, but there must be something wrong. I can proudly say that over the years I have mastered the art of calendar reading, and according to my calendar reading skills, I

believe that we are at the end of May. If that's so, why is my house's heating system running full blast? Will it snow? Was I too early in my winter tire removal? At times like this I have a little mental conversation with my grandfather. When he moved the family from Ireland to Quebec City, his brother continued on to California. Just think: instead of a freezing in May, I could be looking at my wall calendar during a California earthquake.

Many of you may have noticed that our web-site has changed. The shell of the original web-site was designed by Martin Gauthier. Soon after, Martin changed job, and conditions were such that he could not finish 100% of the site or do the daily maintenance. The shell then sat dormant until Tim Laing graciously took over the administration.

Tim regularly added information, services and pictures. Many thanks Mr. Laing. The problem was that the original shell designed by Martin was hard to develop and not compatible with both Netscape and Explorer. At the last few board meetings there was much discussion of the web and how we could improve this service to our members.

The development of the web can move in many directions and involves several directors - Ron Whitehead with marketing to provide links for Der Auspuff advertisers, and Rob Martin because we

Au moment où je vous écris, je regarde mon calendrier et, il y a quelque chose de bizarre. Je crois, et ce sans me vanter, pouvoir affirmer qu'après toutes ces années, je suis passé maître dans la lecture des calendriers pourtant, mon calendrier indique le fin mai, alors, pourquoi mon système de chauffage fonctionne-t'il au max.? Va-t'il neiger? Est-ce que j'ai été trop rapide à changer mes pneus à neige? À des moments comme ceux-ci, je me surprends à avoir des conversations avec mon défunt grand-père. Quand il est parti d'Irlande, il a installé sa famille à Québec, et son frère lui, a continué sa route pour la Californie. Imaginez, au lieu de trembler de froid au mois de mai du Québec, je pourrais avoir cette sensation grâce au tremblement de terre Californien.

Plusieurs d'entre vous ont sans doute remarqué les changements apportés à notre site web. Permettez-moi de vous en broser une cours historique. La conception du site original a été faite par Martin Gauthier en 1999. Malheureusement peu après, Martin a changé d'emploi. Ce changement a limité beaucoup le temps qu'il pouvait allouer au travail sur le site et, il n'a pas pu le terminer. Heureusement, Tim Laing a prit la relève, et avec son travail le site a progressé. Merci Tim. Le travail original par sa conception, était difficile à modifier, et les problèmes de comptabilité entre Netscape et Explorer étaient grandissants.

À la suite de plusieurs rencontres, les directeurs ont discuté longuement sur l'état du site, et comment améliorer le service à ses membres. Ces changements auront des répercussions pour certains directeurs comme pour Ron Whitehead et sa stratégie de marketing, et Rob Martin qui aimerait offrir la possibilité de lire le Der Auspuff sur le web. Je peux affirmer que les formulaires d'inscription maintenant disponibles sur le web rendent la tâche plus facile au "track chair et registrar". Plutôt que de modifier le site, nous avons mis la main sur un logiciel que Michel Galarneau a pris le temps d'apprendre. Merci Michel. On a transféré tout ce que nous pouvions de l'ancien site, et rajouté d'autres informations et services. Bien entendu, pour que le site soit efficace et dynamique, vos photos et articles sont essentiels.

C'était un énorme plaisir que de voir autant de nou-

want to offer the option of on-line copies of Der Auspuff.

As track chair my workload, and that of the registrar, is lightened by the fact that all forms are available on-line. Rather than rebuild the existing web-site, we decided it would be simpler to construct a new site using an existing web design package. With the acquisition of such a package and Michel Galarneau's skill and time, we were able to transfer what information that we could from the old site while adding new information. Merci Michel.

This is very much a work in progress and as always your input would be much appreciated.

It was great to see so many new faces at this year's Ground School. Thanks to all who helped: Nicole Galarneau and the cooks, Marc Belanger and Michel Galarneau for the classroom session, Bob Rouleau and the instructors who gave generously of their time, as well as Philippe Girard who got everyone registered.

Please note that the DEW driving manual is available in pdf format on the web-site. Go to the DEW registration page and download it.

The Ground School was blessed with its annual heavy rainfall and while rain helps to accent the smoothness of the drivers, it is a bit damp for the instructors who are outside of the cars. The 2001 Ground School was also complicated by the fact that we were spread out over three tracks. The reason for this is because last fall an unnamed U.S. film director and company were shooting a movie about car racing. However as the cars were *Driven* they damaged PMG's Delta track. The damage claim has yet to be settled and thus we could only use a tiny bit at the South end of Delta as well as Charlie and the front straight of Bravo. As I write, the status of the track is unchanged. Rennsport was to host the Zone 1 autocross at PMG, but after looking at alternate sites we have traded events with Metro Region. They will host the 2001 Autocross and we will hold the 2002 Autocross.

veaux visages à l'école des novices.

J'aimerais remercier tous ceux qui ont participé, ainsi que toute l'équipe qui a fait que l'événement fut un si grand succès. Nicole Galarneau et les chefs, Marc Bélanger et Michel Galarneau pour le cours de théorie, Bob Rouleau et tous les instructeurs qui ont donné de leur temps, et Philippe Girard qui a fait l'inscription des participants. Comme d'habitude les exercices ont eu lieu sous la pluie. Les circuits trempés, démontrent beaucoup de finesse de la part des conducteurs mais, c'est un peu moins drôle pour les instructeurs qui sont dans l'eau. La version anglaise du nouveau manuel de l'école de conduite est maintenant disponible sur le web, et la version française sera postée bientôt. Le manuel est sur la page d'inscription pour l'école de conduite avancée.

L'école 2001 a connu d'autres difficultés qui nous ont forcé à rouler sur trois circuits différents. L'an dernier, un cinéaste Américain a tourné un film à PMG, et a endommagé le circuit Delta. Les Avocats n'ont pas encore réglé les poursuites ce qui nous a forcé à rouler sur une partie de Delta, Bravo et le circuit Charlie. Jusqu'à aujourd'hui, le statut du circuit demeure inconnu. Rennsport avait planifié un autocross pour la Zone 1 au mois de septembre, mais après vérification envers d'autres possibilités, on a échangé l'autocross de 2001 avec celui de 2002. Donc N.Y. Metro vont organiser l'Autocross 2001 et Rennsport organisera celui de 2002. Soyez aux écoutes pour d'autres nouvelles.

Every Porsche Ever Built is a Race Car

Someone used to wear a T-shirt like that to Club functions. It made me smile. Fact is, it's true, and that's one of the reasons I like these cars so much. It's not about racing and speed, more like the combination of performance and anvil-like toughness of Porsche cars. I've seen plenty of high performance cars at the track, and it's not unusual to see a few of them broken at day's end.

I had a chance to test the stamina of my Boxster S. A non-PCA event permitted a few of us to drive our cars on the high-speed test track at PMG Technologies.

It's a 4 mile oval with corners banked at 37 degrees. Because of the banking you can (and we did) drive it with your foot stuck to the floor. Entering corners at 150 MPH raised my heart rate at first and I had one of the slower cars.

Pucker factors aside, the cars took an incredible beating. Flat out, no respite, four miles per lap and a new lap every 1.5 minutes. Can there be any greater punishment than this? Each lap used a half-gallon of gas! In spite of the heat all gauges were in the green and I used no oil at all.

I won't name the other brands that participated. Let's just say the Porsches didn't have smoking brakes or a prodigious taste for oil and coolant and leave it at that.

To sum it up, there are very few cars I would trust enough to drive this fast and only one brand that I'd expect to do it without complaint.

Gas Does Matter

At PMG, I was disappointed with my top speed in the first session. The factory says 260 KPH and I was seeing only 248. Since Porsche never overstates such things, I was bummed. Filling the car at a different gas station raised the top speed to 266. Bad gas or the difference between 91 and 94 octane? I can't say, but it made a bigger difference than I would have imagined.

993 Windshield Squeaks

Almost everyone who owns a 993 has probably experienced a squeak from the dash area. It's the windshield creaking in its mount.

Porsche has a fix for this but in my experience the "fix" lasts only about six months and the noise is right back again. Folks who should know say that this is a design flaw in the car.

I saw a weird suggestion from noted Porsche authority Bruce Andersen. He claims that an acquaintance of his cured the squeak by using motorcycle chain lube. I tried it and it works. The fix has to be repeated every few months but it takes only a couple of minutes to do it.

First you need some chain lube. I used "Maxima Chain Wax", a liquid that dries to a wax. It was designed for the drive chain of an off road motorcycle and any motorcycle shop will have it or something very similar. It comes in a spray can with a plastic tube to direct the flow.

Use a paint scraper about 2-3 inches wide. Very carefully slide the blade behind the rubber seal at the top of the window. Once you've got it in, lever

the seal open. You want to get the lube between the seal and the glass. The noise is produced by the glass moving against the rubber seal. Using the tube, squirt the chain wax in behind the seal. The idea is to get the liquid between the rubber seal and the glass. The chain lube is designed to penetrate and then congeal to a wax. Slide the scraper along while feeding in the lube. Nothing leaked into the car and any overspray could be wiped off with a shop rag.

New Technology Tires

No, this is not a preliminary to my traditional whining about “not winning the tires” at DE weekends. I recently had the chance to try out the new Pirelli P Zero Rosso’s. My benchmark (street) tire is the Bridgestone S02 Pole Position which until now I thought was the best street/track tire. I was impressed by new Pirellis and not just because the red side-wall label matches my brake calipers.

At highway speeds the P Zero Rosa is quieter than the S02 and rides better. My Boxster with the M030 and 18” wheels is not exactly cushy and the Pirelli’s made a noticeable difference. On a dry track, there was no squirm. The S02 is known to have this character flaw when brand new. At the limit, the Pirellis communicate flawlessly and I was throttle steering just for the fun of it. I suspect the asymmetrical tread design helps with this. To my surprise the tire works very well in the wet! I couldn’t do a “side by each” comparison, but the Rosso’s exhibited tenacious grip on PMG’s wet skid pad. The secret to the performance is a high

tech material which combines light weight and high strength. Allied Signal developed the stuff for aerospace applications and it’s exclusive to Pirelli for tires.

... the new tire abandons the sexy (but squirmy) tread pattern used by the “old” S0-2

Whatever it is, it works and the tires are noticeable lighter too. Naturally all this goodness doesn’t come cheap. They’re in the same league as the S02’s price wise which is to say damn expensive. On the other hand, does a Porsche deserve anything less than the best rubber you can buy? If you’re going to drive it as Porsche intended, saving a few bucks on tires is not a good idea.

Of course nothing stays the same and by the time you read this, the Bridgestone S03 will be on the market. Funny thing, but the new tire abandons the sexy (but squirmy) tread pattern used by the “old” S02. The S02 will remain in production as the OEM tire for a number of cars including Porsche. For trackies, Pirelli will be bringing the new P0 Corsa “R” compound tires to Canada in time for DE season. The new tire is said to be much superior to the previous and much liked P-O “C”. Prices are expected to stay about the same which is to say, good!

Rennsport Advanced Driving Manual

The manual for our Driver’s Ed program is now on our Web Site at www.rennsport.ca. You can read it in situ, or download it and print a copy

for yourself. It's in PDF format, so it's pretty compact and even a dial-up modem bring it back in a matter of a few minutes. If you don't have an Acrobat reader to decode PDF, you can download it for free from about a million places on the Internet including the Adobe web site. Even if you're not intending to drive on the track, it's worth reading to better understand the physics of driving. Check out the correct way to adjust your seat and mirrors too. You'll probably find out that what you were taught in high school is wrong. Take the opportunity to browse the web site. A number of changes were made recently and it works beautifully with both Netscape and Explorer. The previous version was a little fussier about which browser you used.

*I might even forgive them for putting cup holders in the 2001 cars.
Hey! I said m-i-g-h-t*

Porsche AG Thrives

I just got my copy of the Porsche AG annual report. I bought a few shares when the 993 came out in 1994 because I liked what they were selling. It was a good investment. Porsche was in deep doo-doo around 1991 and it was pretty much assumed that it would be acquired by VW or one of the other giants. Fortunately for us, management made a spectacular turn-around and the company is now very solid.

When you consider how many of the smaller manufacturers like Aston Martin, Bentley, Jaguar, Lamborghini,

Lancia, Morris (MG), Volvo, Rolls-Royce and Saab have been "consolidated" into the big guys, Porsche's success is really remarkable. I figure were better off this way. I might even forgive them for putting cup holders in the 2001 cars. Hey! I said m-i-g-h-t.

Rennsport Dominates the One Lap

Rennsport Porsches finished One - Two -Three in the Vintage Foreign class of the one lap of America. Congratulations (in order of finish) to Gary and Paddi Griffiths, Raffale Papalia /Rolf Loritz , and Glen Clarke/Chris McRae. Chris Kirby teamed with Garth Gullikson and placed well in their Volvo Wagon(!).

For some reason they seemed to have been moved from the Econo class to Mid Priced (mid price, yeah sure, I guess a 318I is mid priced but is it still after you replace the engine with a Euro M3?) which pushed them down in the standings. Well done to all, you did us proud!

Bob

...Porsche - If speed kills, this is written by a dead man.



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Rain in Blain....ville

Let's hope the 2001 Blainville Ground School was not a meteorological portent of our latest track season. Could this be the "Year of the Duck"? or will the weather gods smile down on our petites Porsches and grant us a season of warm rays and sticky tires.

Reports back to this desk indicated that not even the inclement weather could keep the happy people, shown below, from having a splashing good time at the PMG test centre in Blainville, Québec. With newly minted,

chief teaching instructor, Marc Belanger, and the rest of the instructor staff lending a hand, members managed to "see" the road with more perspective, learn the meaning of "threshold braking" and still have a moment to gulp down a few weenies and burgers.

We hope all of this will add to your enjoyment of this year's driver training program and that all of you will emerge as drivers who are even more competent and careful behind the wheel of your Porsches.

*Toute la "gang" put on the dry line faces during the lunch break at Blainville. all photos by M.C. Wheeler
Toute l'équipe pose durant le lunch avec leurs sourires exprimants: chouette, la ligne est sèche!*

Espérons que l'expérience de Blainville sous la pluie ne se répétera pas durant tous nos cours de conduite! Est-ce que cette année sera l'année du Canard? C'est à espérer que les dieux de la température nous accordent une saison de rayons chauds et des pneus collants pour nos mignonnes petites Porsche...

Selon les comptes-rendu de la journée, tous ont raconté que la journée au centre PMG de Blainville, Québec se passa sans accroc malgré la pluie. Nous avons qu'à examiner les mines rayonnantes même sous parapluie!

Marc Belanger, notre nouveau chef instructeur et son équipe d'instructeurs chevronnés ont su encourager les nouveaux étudiants à observer la route sous une différente perspective, à comprendre le concept de "threshold braking" et même à partager dans un modeste repas purement amical de saucisses et burgers.

Nous espérons que cette activité a su vous mettre l'eau à la bouche pour les cours sur piste et que vous deviendrez des conducteurs alertes et prudents au volant de votre Porsche.

While being air cooled, most 911's are not adverse to a bit of water, so long as it isn't in their engines. Même si les 911 sont refroidies à air, elles peuvent quand même circuler sous la pluie en autant que l'eau n'est pas dans le moteur!

*A Rothmans Cup 944,
above and, below, a well
known, but distant Italian
cousin test their traction
limits at Blainville's PMG
test centre.*

*ci-dessus: une Rothman
Cup 944
ci-dessous: cousin italien
éloigné
Tous les deux découvrent
la limite de leur traction
sous la pluie à Blainville.*

One of the least understood and most important details in maintaining proper car safety and driving is the issue of "tire inflation". The function of correct inflation ranks in safety with the seat belts and air bags as this is the first failure point in any given accident where braking and steering are involved.

Correct inflation is a key element of consideration at the beginning of a test program by car manufacturers to choose a tire for optimum ride, performance, safety and price. During the testing process, car companies must

make compromises in each of the test categories when choosing a tire that showcases their particular automobile. Tire selection is a series of compromises and relaxation of performance, handling and in some cases safety standards that may result in tire separation horror stories and massive tire recall programs with values extending into the billions of dollars.

Under inflation is the leading cause of tire failure. This condition leads to an increase in heat buildup, irregular wear and loss of control. An under inflated tire can lose up to half it's air pressure yet not appear flat to the casual observer. Low profile tires are a good case in point. Many car manufacturers are conservative with their recommended pressures (low) to maintain a comfortable ride however drivers wishing to push their cars harder usually prefer to maintain a slightly higher setting. The result of higher tire pressures will generate a harsher ride. Contrary to what you might think, tire inflation figures are decided by the car companies rather than the tire manufacturers.

It is important to remember that your recommended tire pressure is measured "cold" and should be taken when the vehicle has been stationary for several hours and protected from direct sunlight. For those who attend track events or wish to set their tires to the exact spec, checking the tires first thing in the morning works well. One of the best tire gauges I've found is the "Digital Air Pressure Gauge" from Intercomp which gives a 0-100 PSI reading in 0.1 increments on a digital gauge and is calibrated. Remember that outside temperature affects your tire pressures and a general rule of thumb is that 10 degree F

increase/decrease will change your pressure by 1 lb. The maximum recommended tire pressures are written on the sidewall of each tire.

One of the main causes of tire pressure change is ambient temperature, which would include outside temperatures and how long that tire has been at rest. The second more complex and subtle of the tire temperature and inflation considerations is load. Load on a tire can be broken down into a number of categories which all relate to rolling resistance: camber, toe, slip

angle and speed. Each one of these categories is an important to tire designers because each contributes in it's own way to tire temperature, changes in tire pressure and ultimately the reliability of the tire.

Can you imagine trying to design a tire that works well in each category but now must add the variables for different road surface variations into the performance and heat calculations.

This article is primarily about tire inflation, but I would be remiss if we didn't consider for a moment the complexity of the standard tubeless radial tire. Below is an outline showing the construction of a typical tire bringing together the science of chemicals, structures, heat control, compounds, material bonding fibers and metal fatigue. The end product is an evacuated round black rubber structure that sits at each corner of the car and to most people, this is the extent or interest of their knowledge. In itself, the tire brings together more complex issues than any of the other components on the car with the exception of the engine, yet we look at it as a low tech "consumable".

When a tire manufacturer puts the recommended inflation pressures on their product, they have worked for many hours with car companies testing each tire function on many cars.

Porsche is no exception and their testing programs are extensive. They have what is considered the industry's most intensive testing program to ensure that they select the appropriate tire for each new model introduction.

Based on suspension geometries, handling goals, and performance expectations, tire companies will sometimes come up with a new tire design produc-

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ing to showcase a particular Porsche's performance.

With the introduction of lower profile tires however, the importance of correct tire inflation becomes even more critical.

In an effort to improve handling, many car companies, including Porsche, now offer their vehicles with larger rims. It's not unusual today to see today's cars with larger 17 and 18-inch rims which gives the car better visual look and improved handling. These types of rims lend themselves to high performance tires but to accommodate the increased rim size, manu-

facturers have developed tires with lower sidewall profiles. To achieve higher performance, the sidewall must be made more rigid to reduce sidewall deflection under cornering loads and this is where we get into inflation problems. Remember, you can't visually tell when a low profile tire is under inflated.

To maintain correct handling on the higher performance and R compound tires, it is absolutely essential to follow correct inflation guidelines. A difference of 1 pound inflation can change the handling in a low profile tire.

Although standard tire pressures apply

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to most of the low profile series, a lower “volume” of air is required for inflation. With less volume of air, the loss of 1 pound of air represents a larger overall percentage of the tire’s internal volume in a low profile tire than it would in one with a higher sidewall. The diameter of a low profile tire and regular tire is approximately the same, however the total volume of air in the low profile version is smaller to accommodate the increased rim diameter. The result is less volume of air to maintain correct inflation. For example, if you had 20 units of air in a tire with regular sidewalls and 10 units of air in a low profile tire, a loss of 1 unit

of air from either tire would represent a larger percentage loss from the lower profile tire because of the smaller “volume”.

During track sessions, you can often hear people discussing tire pressures and adjustments to improve the feel and handling of the car based on the track conditions, heat or speeds. The R compound tires will normally have stiffer sidewalls and therefore are more responsive to pressure adjustments than street or high performance street tires. Adjustments are done with a critical eye to maintaining the tire within the optimal heat range and thereby giving the driver additional traction and cornering available from R compound tires. An infra red or contact pyrometer, that determines surface temperature across the entire width of the tire, is an essential tool for this purpose.

What is the best pressure for a tire? The one recommended by the tire manufacturer is the simple answer. For safety and performance, all tire companies give you a range of pressures to operate over, but the bottom line is that under inflation does cause premature wear and should always be considered a safety issue.

Invest in a quality gauge and check your tires regularly.



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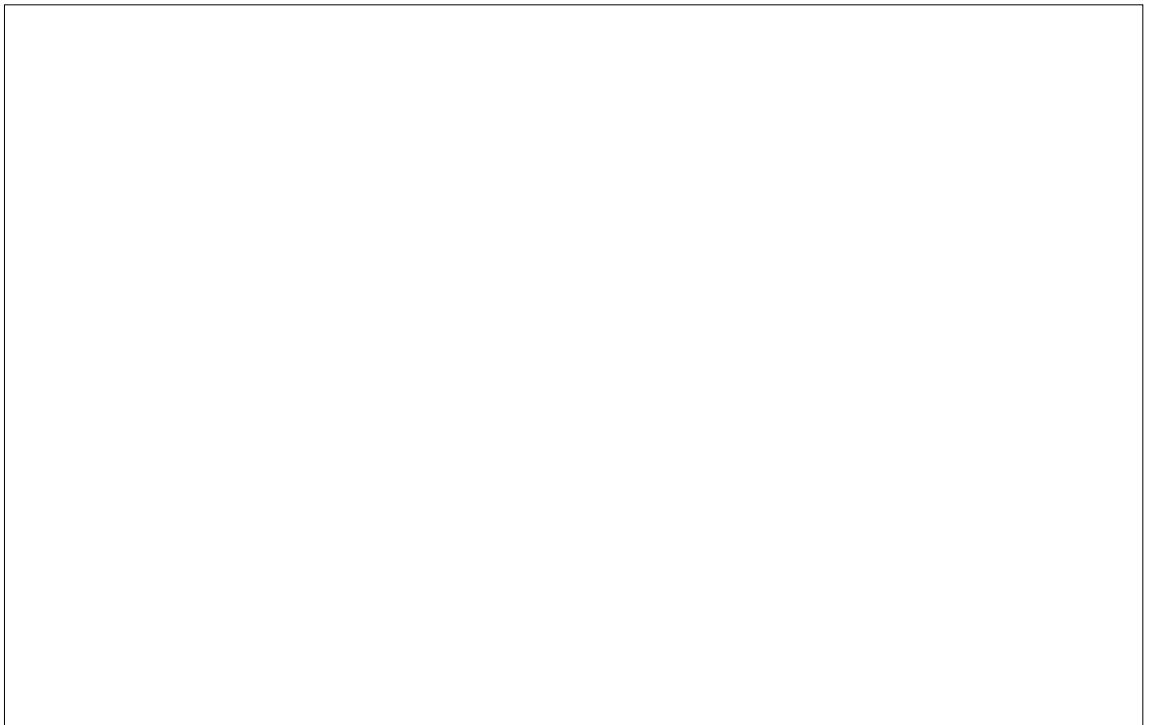
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Rennsport and the One Lap

Garth Gullekson

Porsches were meant to be driven. For many Rennsport members, this translates into Coffee Runs and Driver Education track days. All of us lament the shortness of the driving season. But what if you could squeeze a whole summer of driving and socializing into one short week?

courses (Watkins Glen, Road Atlanta, VIR) to high speed oval driving (Michigan International Speedway) plus the pure juvenile fun of drag racing (Mid-Michigan Motorplex). Add a few more tracks along the route (taking the teams as far west as Kansas and as far south as Texas) and the transit to the Watkins Glen start/finish and you have



Chis Kirby on the left and Garth Gullekson with their trusty Swedish steel

For four Rennsport teams in early May, the Michelin Car and Driver One Lap of America offered just that. Created by Brock Yates of Car and Driver magazine, the annual one-week long One Lap is one of the most grueling events in motorsports. The 2001 One Lap offered sixteen competitive track events ranging from world-class road

the added bonus of a nearly 8,000 km coffee run thrown in for free!

The One Lap attracts an eclectic assortment of drivers and vehicles. For many, this is a serious competition with intense but friendly rivalry among teams striving for the top three positions in their classes and the daunting challenge of finishing in the top ten

overall. For others, myself included, it's an excellent opportunity to improve your driving skills with a great bunch of motoring enthusiasts. The cars are just as diverse, ranging from Porsches, BMWs, Corvettes, and Vipers to family station wagons, pick-up trucks, and SUVs.

The event is a supreme test of vehicle, driver skill, and driver/co-driver relationships. Out of this year's field of 89, only 74 teams were still competing by the last event at Watkins Glen. All 11 Porsches motored on to the end, demonstrating once again the Porsche tradition of performance and reliability.

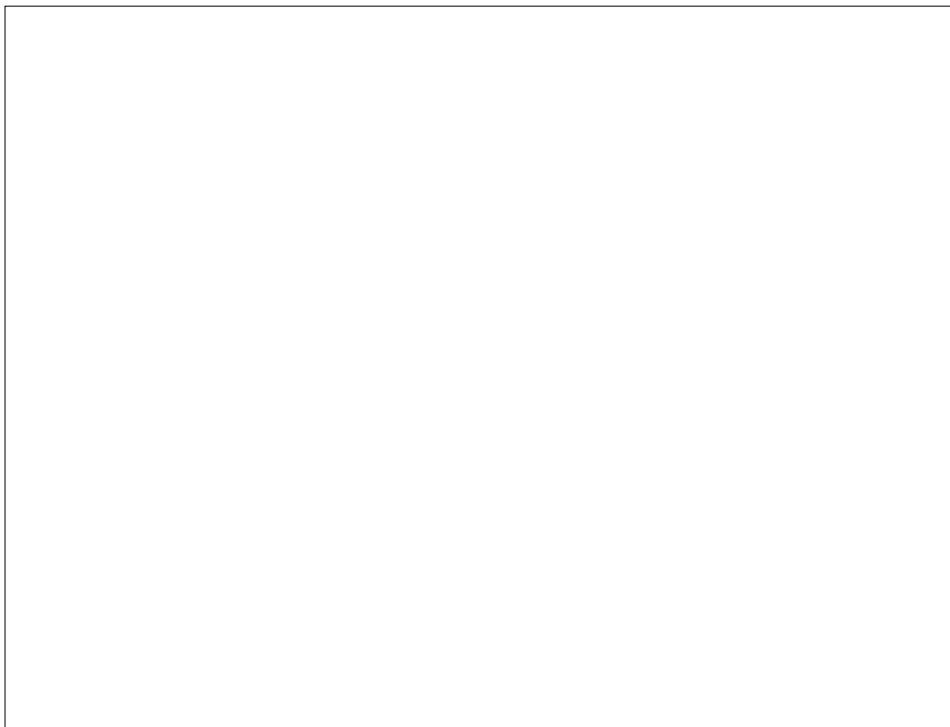
Rennsport teams had an excellent showing.

Perennial One Lap competitors Gary and Paddi Griffiths (1975

911) finished 6th overall and 1st in

the Vintage Foreign class. Their car ran flawlessly throughout, and Gary thrilled the crowds with his phenomenal spin recovery at Michigan International Speedway. Something they don't teach you in our DEW program is that the fastest way between two corners is to throw in the occasional 360-degree spin.

Seasoned One Lappers, Raff Papalia and Rolf Loritz, brought their 1978 911 to 21st overall and 2nd in Vintage Foreign class, despite having to run part of an event stuck in 3rd gear. Rennsport members pitched in to fix his transmission before the next event, proving that you can never bring too many Porsche experts (or jack stands) to the One Lap.



Rennsport's technical consultant, Chris Kirby, tends to some road side repairs on Glen Clarke's 911. Co driver Chris McRae looks on. photos by Garth Gullekson

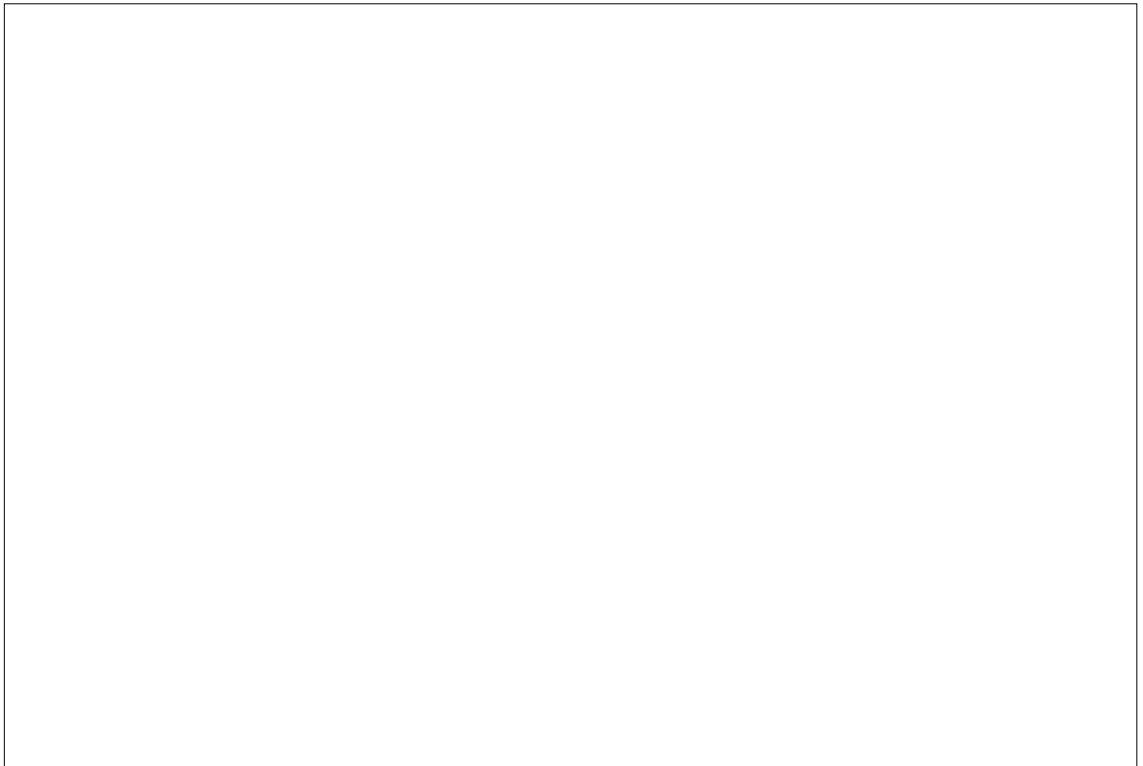
One Lap newcomers Glen Clarke and Chris McRae, in their 1979 911, had a great first time showing of 3rd in Vintage Foreign class and 20th overall. Fortunately for Glen, my co-driver and ace Porsche technician Chris Kirby and his supply of emergency Porsche parts kept Glen running despite some minor problems.

Rennsport's one through three sweep of Vintage Foreign class is testimony to the great drivers, cars, and camaraderie we have in the club.

What about the fourth Rennsport team? Chris Kirby and I ran my 1978

events and helped raised funds and awareness for the Ottawa Regional Cancer Centre through Rob Woyzbun's "Laps 4 Life" program.

Many thanks to the individuals and corporations (Renntech Motorsports,



Watkins Glen winner's podium. l-r - Chris McRae, Glen Clarke, Rolf Lortz, and Raffaele Papalia

911 in the 1999 One Lap. This year we entered my family car, a 1996 Volvo 850 Turbo Wagon (engine designed by Porsche). There is nothing more thrilling than piloting 3400 pounds of Swedish station wagon on that last breathtaking downhill corner at Road Atlanta. My stellar driving technique brought us to a 77th overall finish. More importantly, we ran all the

Giga-Tron, Vector Media, and The/Marketing/Works) who supported this worthwhile charity.

Next year the One Lap will reputedly run all the way from Watkins Glen to Laguna Seca in California. Now there's a coffee run!

Rennsport's One Lap of America official table. I-r - Chris McRae, Paddi Griffiths, Gary Griffiths, Rolf Loritz, Garth Gullekson, Raffaele Papalia, Chris Kirby, and Glen Clarke.

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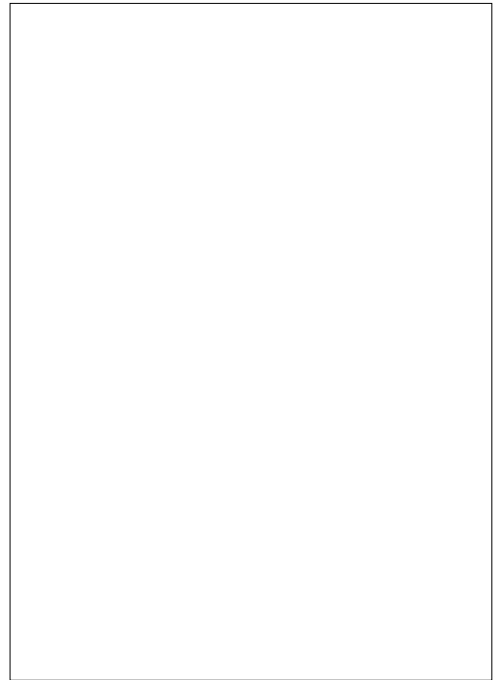
Ottawa's first Porsche swap meet and garage sale certainly had lots of buyers. That was good!

Our first swap meet only had four sellers. That wasn't so good.

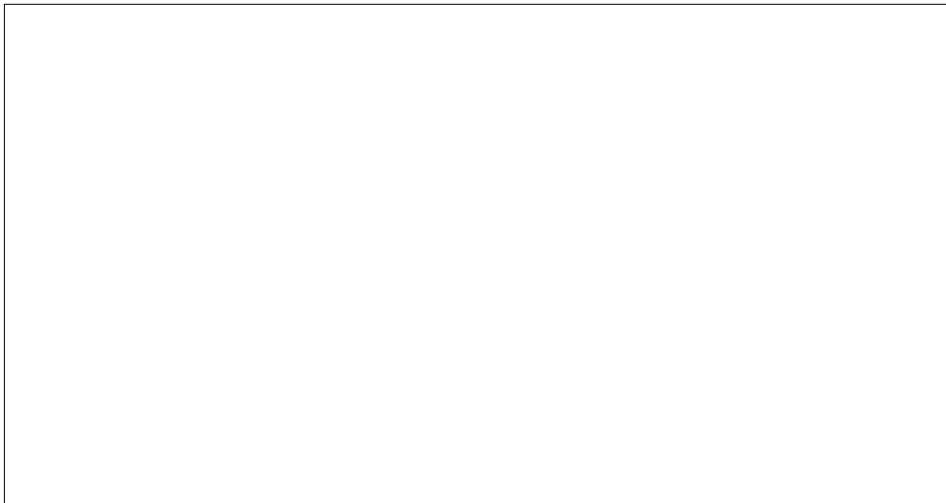
The four sellers became three, when one of their numbers, who will remain anonymous, became so engrossed in his conversation with the myriad of buyers, that he completely forgot to unload his parts. Don't ask!

Perfect spring weather really brought out the Porsches, many of which were having their first peak at the light of day after a long winter hibernation. A white 356 Speedster provided a stunning contrast to Howard Weld's concours winning, black 356 Cabriolet. It's not often we see such fine examples of "senior" member of the marque parked beside each other here in the national capital.

A surprise visitor that certainly got everyone's attention was the ground



Above - Frank Fentiman models his "bra"
Below - Salt 'n Pepper Porsches - Cabrio and Speedster



opportunity to drive their "other" beast into the city and give the flat sixers and the water cooled four bangers a look at their "blast from the past". What better group than a bunch of gear heads to guarantee a rapt audience and a hundred questions?

rumbling AC Cobra of RSR board member, Eric Gutknecht. Eric and his SO, Jacquelin Hodgeson took the

OK, so it wasn't hugely successful as a swap meet, but it did turn out to be a fine social event and a great way to

spend a few hours with our Porsche friends.

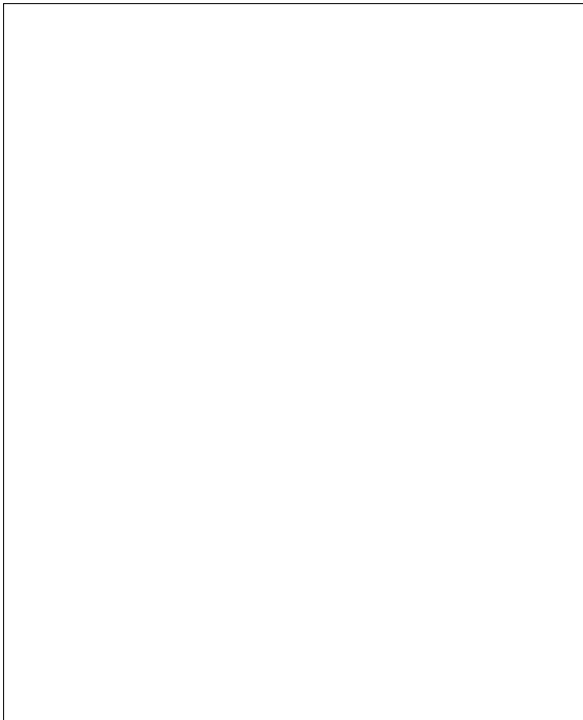
Now, we're going to try it again next year, but this time we have to get it right. OK gang... a swap meet implies swapping or selling... this means you have to bring something to swap or sell... you have to remember to unload your truck in order to display your "swaps"... you don't have to worry about bringing "junk"... you'd be surprised what will sell... besides, we have a large dumpster out back where completely useless stuff ends up.

By the way, I sold almost all my "stuff", had a great time bargaining, and managed to pay down my bill for "Yellow Bird". See you next year!

p.s. Bring stuff!



*Above: Patrick and Bonnie Tan with their latest "Rennsportler".
Below left - Barbara Martin and Lucie Matthew help with the decorations
Below - Stacey Janes sets up shop*



Another month, and another enjoyable trip to Hawkesbury for the Porsche Club of America Rennsport Region monthly executive meeting. On a personal note, I really look forward to these meetings as I usually travel with other executive members from Ottawa and it's a chance to talk about cars, jobs, cars, friends, cars, trucks... you get the idea!

The first part of our meetings usually follow roughly the same format (at least until we get off on a tangent), so after approving the meeting minutes from our last meeting and reviewing each of our "To-Do" lists, Nicole Galarneau reported that at this point, we are in good shape financially, and all of our track expenses have achieved the break even point! Not bad, considering it's still early in the year. People seem to have taken advantage of the track package special this year, and are just itching to get back to Mt. Tremblant.

Our driving events update included a discussion of the participation numbers for this year's DEW's. Numbers look very good with 130 confirmed participants for the July Tremblant event. If you haven't signed up yet, for the events later this summer, don't wait as they may already be sold out.

Michael Delaney continued on to update the executive on the ground school that took place at the PMG test track. Forty four drivers took part in , and the event was very well received.

Robert Plante, our busy social chair, gave the executive the run down on the non driving events that are planned for the summer. By the time you read this the Crescent Street display for the Formula One Grand Prix

Un autre mois se termine, un autre séjour à Hawkesbury pour la rencontre mensuelle de l'exécutif du Club Porsche région Rennsport. Pour ma part, c'est toujours un plaisir de rencontrer les autres membres de l'exécutif car chemin faisant nous discutons de travail, voitures, amis, voitures et camions...vous voyez un peu.

Les réunions suivent toujours le même rythme (sauf si on se lance sur une autre tangente). Nous approuvons les minutes de la dernière session et nous revoyons la liste "à faire". Nicole nous étale le rapport d'état financier et indique que nous sommes en bonne forme. Nos frais de piste sont à point égale, bonne nouvelle considérant que nous sommes au début de la saison. Plusieurs personnes ont profité du forfait spécial pour le coût des cours de conduite. La foule a hâte de se rencontrer à Tremblant.

En discutant au sujet des cours de conduite, le nombre de participants pour l'activité de juillet s'avère assez imposant, 130 participants. Si vous n'avez pas encore envoyé votre enregistrement pour un de nos cours faites le dans un bref délai pour ne pas être refusé à cause de nombre.

Michael Delaney nous a présenté un résumé de l'activité au PMG à Blainville. Environ quarante quatre conducteurs se sont présentés à ce cours.

Robert Plante nous a soumis la liste des activités hors piste pour l'été. La rencontre rue Crescent serait déjà du passé lorsque vous lirez ceci ainsi que le Concours d'Élégance à Mt Tremblant. Je suis certain que ces deux activités furent très bien organisées par Robert et son équipe avec attention aux petits détails.

will be history, and the concourse at Mt Tremblant will also have taken place. Judging by the thoroughness in the organization and the preparations Robert and his team have done, I have full confidence that both of these events will have been thoroughly successful.

Last but not least, Ron Whitehead presented an excellent report regarding the marketing of our club and specifically our advertising policies. As this is an extremely important subject, much of the evenings discussions centered around this topic. Thorough talks were had on the merits of web advertising and whether or not that advertising should be linked in some way to the Der Auspuff advertising.

By the end of the evening (after much white board work, coffee, and lively talks) a policy and club philosophy had been adopted. Ron has now been tasked with plugging in dollar amounts into the various option packages. Once this is approved, Rennsport will have a complete sponsorship package that will be available to all of our supporters. In this day and age, its very important to be able to give our sponsors good quality exposure with a minimum of confusion.

Well that's it for another enjoyable monthly meeting in Hawkesbury. Since it will be July by the time you read this, I do hope that each one of you will have at least participated in one of our many club events by now. If so, I hope you thoroughly enjoyed it! If not, please think about why you didn't or why you have not participated in an event, and give that feedback to any one of the club's executives.

We would be more than happy to listen, after all this is your club, and we want to be sure that we are doing things that please you and allow you to have fun with your Porsche and your fellow enthusiasts!

Ron Whitehead nous a présenté son rapport au sujet du marketing du club et plus précisément notre politique concernant les commanditaires. Ceci est un des points les plus importants donc nous y avons passé un grand bout de temps en discussion. Un des éléments discutés fut les annonces sur le web et à quel point ces annonces devraient-elles être liées à la revue Der Auspuff.

Après maintes discussions, beaucoup de café et multiples notes au tableau magnétique, une démarche à suivre et une philosophie du club furent acceptées. Ron a la tâche de composer une série d'options qui serait présentée à chaque commanditaire. De nos jours, c'est important de spécifier aux commanditaires exactement ce qu'ils recevront pour leurs frais et dépenses.

Bien voilà que ma rubrique tire à sa fin. On sera déjà rendu au mois de juillet lorsque vous recevrez cette revue. J'espère que vous auriez eu l'occasion de participer à quelques événements. Laissez-nous savoir si ces activités vous ont plu. C'est important de recevoir du feedback afin de continuer à progresser comme club et de rencontrer les besoins de nos membres. Adressez-vous à un des membres de l'exécutif qui se fera un plaisir de vous écouter.

Notre but est de créer des situations où vous pourrez vous amuser avec votre Porsche et tous les enthousiasmes de la marque. Allez, embarquez-vous.

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Rob Martin

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A fine end to this month's issue. Porsche 904 GTS photo: H. Weld

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| 25 | Durie Stone Manufacturing |
| 21 | Mark Motors of Ottawa Ltd |
| 11 | Pirelli - Pneus Touchette Inc. |
| 18 | Renntech Motorsports |
| 16 | Spectral Auto |
| 31 | Talon Tire |
| 17 | T.F.I. Communications Inc. |
| 20 | Whale Tail Porsche Parts |

Who's Who Il s'agit de....

DIRECTORS

- **President** - Michael Delaney
2300 Belgrave, Montreal, QC H4A 2L8
514/488-5076 delson@odyssee.net
- **Vice-President** - Robert Martin
208 Latchford Road, Ottawa, ON K1Z 5W2
613/722-7277 Fx 613/722-9935
robert_martin@ocdsb.edu.on.ca
- **Treasurer** - Nicole Galarneau
591 Roland Durand, Rosemère, QC J7A 4L1
450/965-0332 Fx 450/965-9334 mgalarn@attglobal.net
- **Secretary** - Eric Gutknecht
6530 Greely West Drive, Greely, ON K4P 1B5
613/821-2835 ericg@corel.com
- **Past-President** - Michel Galarneau
591 Roland Durand, Rosemère, QC J7A 4L1
450/965-0332 Fx 450/965-9334 mgalarn@attglobal.net
- **Director, Driver Education** - Bob Rouleau
414 Lakeshore Road, Beaconsfield, QC H9W 4H9
514/694-7375 rrouleau@dataradio.com
- **Director, Communications** - Philippe Desjardins
207 Cypihot, St Anne de Bellevue, QC H9X 4B1
514/457-4630 philippe@prd.qc.ca
- **Director, Social Activities** - Robert Plante
48 Perreault, L'Assomption, QC J5W 1K5
450/589-0070 robert.plante2@sympatico.ca
- **Director, Goodie Store** - Paul Racine
11 Loch Isle Drive, Ottawa, ON
613/829-4853 paulr@gigatron.com
- **Director, Membership** - Marc Scott
806 Hendrick, Chelsea, QC J0X 1N0
819/827-1116 marc.scott@sympatico.ca
- **Director, Marketing** - Ron Whitehead
155 Charles Aubertin, Boucherville, QC J4B 4P7
450/641-0841

CHAIRS

- **Chief Instructor** - Bob Rouleau
414 Lakeshore Road, Beaconsfield, QC H9W 2H9
514/694-7375 rrouleau@dataradio.com
- **Chief Driving Instructor** - Peter Korsos
5397 Moreau, Laval, QC H7W 9Z7
450/681-1880
- **Chief Training Instructor** - Marc Belanger
82 Sai Crescent, Ottawa, ON K1G 5N9
613/739-8084

- **Club Historian** - Howard Weld
80 Placel Road, Rockcliffe Park, ON K1L 5C1
613/747-8038 hweld@trytel.com
- **Der Auspuff Editor** - Robert Martin
208 Latchford Road, Ottawa, ON K1Z 5W2
613/722-7277 Fx 613/722-9935
robert_martin@ocdsb.edu.on.ca
- **Der Auspuff Editor Français** - Barbara C. Martin
208 Latchford Road, Ottawa, ON K1Z 5W2
613/722-7277 Fx 613/722-9935
- **Marketing Chair** - Tim Smith
9 Schoolhouse Private, Ottawa, ON K1M 2J5
613/749-5293 smitht@cma.ca
- **Membership Chair** - Robert Martin
208 Latchford Road, Ottawa, ON K1Z 5W2
613/722-7277 Fx 613/722-9935
- **Montréal Membership Contact** - François Lamarche
6924 Lionel-Dannais, Anjou, QC H1K 4X6
514/353-4909, Fx 514/642-2868
- **Rally Chair** - Blair and Susan Gordon
103 Corkery Woods Drive, Carp, ON K0A 1L0
613/256-4984 blair_gordon@hotmail.com
- **Safety Chair** - Chris Paine
88 Fairmont Avenue, Ottawa, ON K1Y 1X5
613/798-0915 cpaine@artech.ca
- **Social Events Chair** - (Ottawa) Paul Racine
11 Loch Isle Drive, Ottawa, ON
613/829-4853 paulr@gigatron.com
- **Tech Chair** - Chris Kirby
Box 518, RR1, Vars, ON K0A 3H0
613/835-2587
- **Track Registrar** - Philippe Girard
441 Sauriol, St-Eustache, QC J7P 5J2
450/472-2620 Hot Line: 450/623-4250
- **Tour Chair** - Paul Racine
11 Loch Isle Drive, Ottawa, ON
613/829-4853 paulr@gigatron.com
- **Website Chair** - Michel Galarneau
591 Roland Durand, Rosemère, QC J7A 4L1
450/965-0332 Fx 450/965-9334 mgalarn@attglobal.net

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.