

# DER AUSPUFF

PORSCHE CLUB OF AMERICA - CLUB PORSCHE D'AMERIQUE  
REGION RENNSPORT REGION  
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# DER AUSPUFF

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*Rue Crescent Street  
by / par  
Andy Evangelidis*

## 2001 Calendar/Calendrier

<b>May</b>				
19-20	Zone 1 Concours d'Élégance	Newport, RI	Don & Kathy Plant	508/993-7736
26	Instructor Training	Sanair	Robert Rouleau	514/694-7375
<b>June</b>				
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
<b>July</b>				
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	Dynamometer Session	Boucherville	Robert Plante	450/589-0070
<b>August</b>				
25 -26	Le Gala des Chutes Montmorency	Ville de Québec	André Guillemette	418/661-9072
22	Rencontres Mensuelle	Ville de Québec	Stéphane Côté	418/660-1117
11-12	RSR Driver Education Weekend	Mont-Tremblant	Philippe Girard	450/623-4250
25	Coffee Run	Ottawa	Eric Gutknecht	613/728-0826
<b>September</b>				
8	Coffee Run	Ottawa	Stacey Janes	613/523-6543
22-23	Zone 1 Autocross	PMG Blainville	Ellen Beck	603/778-9522
<b>October</b>				
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

Lots of new talented writers filling the Auspuff this month. Not only did Andy Evangelidis send along his review of the Crescent Street happening, but enclosed some super photos. François Duval shares his thoughts on the very rare Porsche 959 and Tom Lang brings us up to date on what one club racer and his loyal support team have been managing to accomplish on the racing scene.

The ever popular, "Eric Le Sec" is absent this month but he will be bringing you up to date on Rennsport club business again in September. Bob Rouleau took some time from his cruise on "Red Line" to prepare his "RSR Rendezvous" column. Good thing, as I know how many of you look forward each month to his unique insights on the world about him. Hey, even a picture this time of his "himness" behind the wheel at the new Tremblant.

Sincere thanks to you all. Barbara and I couldn't do this month after month without both the "regulars" and the new contributors who step forward to offer photos or thoughts about our region.

Lots of talk in PCA recently, regarding concerns that new Boxster owners may feel that they are left out of the club thing. Perhaps there's something to this. New Porsche models have historically been snubbed by some of the old guard. In their time, the 924, 944, 928 and 914 owners have endured similar attitudes. I guess it's like joining any new group where one encounters well established loyalties and tight social groups.

Barbara and I well remember when we attended our first Rennsport event, an Annual General Meeting and dinner and we stood by ourselves for half an hour before anyone came over and welcomed us. We almost left and that would have been a great shame.

All Porsche are great cars and Porsche owners are usually super people. Go over and say Hello!

Der Auspuff abonde d'articles variés ce mois-ci. Andy Evangelidis a soumis un résumé des activités de la rue Crescent accompagné de photos sensationnelles. François Duval partage ses idées concernant la Porsche 959 et Tom Lang nous fait part des

exploits d'un club racer et de son équipe.

Il n'y aura pas d'article de notre secrétaire, "Eric Le Sec" ce mois-ci, mais il sera de retour en septembre. Bob Rouleau a écrit son article "RSR Rendez-vous" assis sur Red Line, son voilier. Heureusement, car je sais que plusieurs d'entre vous appréciez son rendez-vous et son sens d'humour au sujet du club et des Porsche. Il y a même une photo de son illustre personnage derrière le volant sur la nouvelle piste à Tremblant.

Merci à vous tous chers collaborateurs, anciens et nouveaux, car sans vous Rob et moi aurions de la difficulté à remplir les pages. Merci de partager vos photos, vos impressions et vos pensées au sujet du club. Continuez.

Selon des articles dans les revues de PCA, il y a des soucis exprimés que les nouveaux propriétaires de Boxter ne se sentent pas partie intégrale du club. Peut-être cela est vrai. Les nouveaux modèles Porsche ont souvent été snobés par les anciens modèles. Les propriétaires de 914, 924, 928 et 944 ont subi ce manque d'acceptation dans un sens. Cela se voit souvent lorsque quelqu'un joint un club ou une organisation, les gens qui se connaissent restent ensemble formant un groupe social et c'est parfois difficile d'y pénétrer.

Je connais ce sentiment. Lors de notre première rencontre sociale, un AGM à Ottawa, Rob et moi étions plantés environ un grosse demie-heure avant que quelqu'un ait la politesse de nous saluer. Nous étions sur le point de partir et cela aurait été très dommage.

Toute Porsche est chouette, les propriétaires y sont sûrement aussi. Dites leur bonjour.



Greetings all...

At the recent Crescent Street Formula 1 day, several members spoke to me at length about the fact that they were receiving a magazine from the Club Porsche du Quebec even

though that had not subscribed to or expressed any interest in the magazine or the club. They could not understand why they were receiving the magazine. I guess the most logical answer is that CPQ is trying to promote itself. By sending you this free magazine they are hoping that you will join. A second reason would be that by the fact that if you are receiving the magazine they can include your name on their mailing list. The number of names on the list and the fact that these names are Porsche owners will affect the rate that they can charge advertisers. There are very good privacy laws in Canada, so if you ask CPQ to be removed from the list, they will be forced to do so. We have included in the center of the magazine a rough draught of just such a letter. You may use it as a guide or insert your name and mail of fax it to the club. This should correct the situation.

It has been a busy month with Crescent street and a car show in Tremblant. I would like to thank Silvano Bozzini Roberto Bianchini and Ivano Scattolin for their work on the car show. So we had three Italians organizing a car show for German cars. Only in Rennsport.

What a show! About sixty beautiful clean (even my car) Porsches sitting in the sun and about \$8000.00 raised for Le Centre Charles Bruneau. Good Show gentlemen. After the event, we paraded our Porsches (not to be confused with

Salue à tous...

Durant les activités de la Formule 1, rue Crescent, plusieurs membres m'ont indiqué qu'ils recevaient une revue provenant du Club Porsche du Québec. Ceci dit ces membres n'avaient aucun intérêt dans ce club et ils n'avaient jamais demandé d'être sur la liste d'abonnement. Ils ne savaient pas pourquoi ils recevaient ce matériel. Je présume que la raison de ces envois était de promouvoir le groupe CPQ. En envoyant cette revue gratuitement, le groupe a espoir que vous deviendrez membre. Ainsi, il pourrait ajouter votre nom à la liste de souscription et ceci se mire bien dans les yeux des commanditaires qui aident à payer les frais de publication. Soyez sans crainte, il y a des lois qui vous protègent. Indiquez que vous ne voulez pas être sur la liste et le groupe CPQ devra respecter votre demande. Au centre du Der Auspuff, se trouve une lettre modèle qui peut vous servir comme guide ou simplement inscrire vos coordonnées et faxez la. Nous espérons que cette situation soit rémédiiée.

Le mois de juin fut très actif avec l'activité rue Crescent, le concours d'élégance à Tremblant. J'aimerais remercier Silvano Bozzini, Roberto Bianchini et Ivano Scattolin et leur équipe pour leur travail monumental pour ce concours. Nous avons trois Italiens qui ont organisé un concours pour voitures allemandes! Seulement à Rennsport! Merci messieurs-superbe.

Environ 60 Porsche superbement nettoyées, (même la mienne) stationnées en plein soleil, réussirent à obtenir environ \$8000.00 pour le Centre Charles Bruneau. Merci encore une fois messieurs de votre superbe organisation. Par la suite, les voitures se sont dirigées vers le Circuit Mt-Tremblant sous escorte policière. Nous avons fait deux tours de piste en sens inverse. Nous avons également photographié toutes les voitures allant de gauche à droite au coin 1. M-m-m, la piste a changé pour de vrai! Les changements sont majeurs sur le circuit remarquèrent tous les abonnés des DE.

Au moment où j'écris cette missive, j'arrive de trois jours de DEW passés à Tremblant sur le nouveau circuit. Quelle piste! Il reste encore beaucoup de travail à faire mais la disposition du circuit et la surface pavée sont incroyables. Les organisateurs ont mis beaucoup

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Porsche Parade) through Tremblant and, thanks to our Police escort who turned right instead of left when he got on the track, we did a few slow laps backwards around the track. We then took a group picture with all the cars facing the wrong way in corner 1.

The track regulars were amazed to see all the changes that have been made to the circuit. This was not just a cosmetic touch up.

As I finish this letter I have just returned from our first DEW at the new Tremblant. What a track! There is still work to be done but the layout and surface is incredible. The organizers have put a lot of thought into this rebuild and the workers have obviously put in some long days to get the track ready for us.

In fact on Friday we only ran on the back track, because there were large trucks moving earth around the track surface on the front track. I would like to thank Vince Loughran, Tremblant V.P. and the track manager, for his help in getting this first week end off the ground.

Rennsport members were the first to put tires to pavement on the full track and in our corner of the world, we made a little history.

Happy Touring

d'efforts et de planification afin de créer une piste sécurisée. Les travailleurs ont fait des gros efforts afin de préparer cette piste pour notre première activité à Tremblant.

En effet, vendredi, nous étions sur la courte piste car les camions parcouraient les sentiers avec de la terre, sable, le tout pour compléter la piste au complet pour nos activités du samedi et dimanche. Je tiens à remercier Vince Loughran, le gérant et le V-P du circuit Tremblant pour son assistance et son aide à rendre notre fin de semaine agréable et sans heurt.

Les membres de Rennsport furent les premiers à rouler sur le nouveau pavé du circuit. Dans notre coin du monde on a accompli un fait historique. Bonne route.

Is it my imagination or is there a lot more traffic this year than usual. I can't get anywhere without experiencing "congestion". Even though most cars on the road are air-conditioned, hot weather seems to raise aggression levels which makes the traffic worse.

I've read that in a few States, special patrols have been formed to watch for and ticket drivers who are overly aggressive. I think this is a helluva good idea. Instead of handing out tickets for going a little over an artificially low speed limit, these guys have a charter to make roads safer and driving more enjoyable. They'll be watching for things like tailgating, abrupt lane changes and barging.

Barging, as in "barging into a lane" gets my blood boiling. Here I am thoughtfully pulling into the right lane so as to make the exit. Natch, this lane is very slow. Why is it that some people consider their time so much more valuable that they pass the queued vehicles in the middle lane and then barge in to the exit lane at the last second. I guess these guys have some special privileges provided at birth. When they meet a stubborn driver who takes the stance "the line starts at the back a\$\$hole" they indignantly honk their horns and stop in the middle lane trying to intimidate someone so they can get to the exit.

It's funny, I bet that none of these dorks would try to jump the line at a theatre but insulated in their car, no act is too brazen.

SUV drivers must have a sign on their dashboards (it can't be in the instruction manual, nobody reads them) that says something like "Yield signs do not apply to this vehicle".

### Firestone vs Ford

Speaking of SUV's, The Firestone – Ford squabble is getting "Ferrrry interestink." (For correct pronunciation, refer to any episode of Laugh-In). For a while, Firestone was keeping quiet and taking the heat. Ford is their largest corporate client after all. Things got ugly when Jack Nasser (CEO of Ford) blamed fatal roll-overs on Firestone tires.

There's little doubt that Firestone built a run of defective tires. They admitted to a production problem in one of their US plants. On the other hand why is it that a blown tire causes a vehicle to roll over? Were all of the tires defective? This is where things get murky. The same tire was fitted to a lot of other vehicles, why is it we hear only about the Explorer?

I guess that Firestone got tired (oooh that's a bad pun) of taking the rap for what is very possibly Ford's problem. This led to a breakdown in the relationship between the two. While Jack Nasser gets a lot of press, Firestone is quietly building its case. For example, Firestone built the tire that Ford requested. Apparently the auto manufacturer writes the spec for OEM tires. The tire guys build what they're asked for.

Ford wanted a tire with rugged off-road looks to compliment the image of the Explorer. At the same time, they wanted a tire that was light for better fuel consumption. That's a tough recipe.

Now I get speculative. A few years ago, Consumer Reports tested a couple of SUV's and discovered that they could roll over during an emergency lane change. The Isuzu Trooper and

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the Suzuki Samurai were rated “unacceptable”. More recently the new Mitsubishi Montero did the same thing. .

Three years ago, Mercedes was embarrassed when their “A” Class city-car flipped while being tested by the Finns. Over there, they call it a “moose test” i.e., a sudden swerve to avoid hitting an imaginary moose.

Anyway, the Mercedes did a head-stand resulting in a recall to fit a revised suspension and wider wheels and tires.

So what have we proved? Nothing more than tall skinny vehicles with a high center of gravity are more likely to tip over than normal cars. Does an Explorer meet that criteria?

Over and beyond the shape of the vehicle, the roll center of the suspension has a lot to do with how easy it is to tip over. A high roll center allows the vehicle to lean over a lot when subjected to any force. Combine that with a lot of suspension travel and you can imagine how an SUV could lean way over when it gets a flat tire.

Firestone has hired a bunch of very qualified engineers who have released a report which states that the design of the Explorer makes it much more likely to roll than the Chevy Blazer or Jeep

Grand Cherokee. They also observed that the Blazer uses the same tires as the Explorer. Moreover, GM has come out in full support for Firestone, although I’m not sure that their motives are completely pure.

Tire pressure is a factor too. Most people rarely pay any attention to tire pressure. Other than the trackies, who



*RSR Rendezvous maven, Bob Rouleau demonstrates the passing signal. photo: Louise Pearl*

checks air pressure weekly or even daily like the owner’ manual says? Heck, who reads the owners manual anyway.

SUV’s and such can carry a fair amount of stuff inside. A tire with more air inside can handle more weight than one with less.

Check the max inflation pressure on the sidewall of your tire, it is probably a lot higher than you thought. Trouble is,



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more pressure means a harder ride. This is a big problem for SUV makers. On the one hand it has to be off-road capable. On the other hand everyone knows that they don't go off-road and that soccer mom's want a car-like ride. In the quest for a cushy ride, is it possible that the tire pressure tends to be on the low side?

Lastly, traction is a very important factor. A tippy vehicle with very sticky tires is more likely to topple over than one with less grip. The latter would tend to skid instead of lifting wheels.

At a recent tire test session, Michel Galarneau and I watched as a Ford Explorer fitted with superior tires ran through a slalom. The truck got two wheels off the ground. The driver very competently unwound his steering wheel to prevent a roll-over. Of course he was on a skid pad and had plenty of room to correct. Had there been oncoming traffic, he might not have been able to pull it off. The point is that with a set of sticky tires it is very possible to get two wheels of the ground.

Ok, "where is he going with this" you ask? Let's put it all together. We have a relatively narrow vehicle with a high center of gravity and a high roll center. That's bad. Now, let's not inflate the tires too much. We want a cushy ride after all. Trouble is, lower inflation pressure means more traction and a greater tendency to roll instead of skid. Is this what's been happening on the roads?

It will be interesting to watch this play out. Firestone is playing hardball. They've turned over their findings to the Feds along with the suggestion that Ford be forced to recall every single Explorer made up until the new

2001 model. I don't know how this ugly battle will turn out, but speaking for myself, I'd have no concerns about using Firestone tires. On the other hand I would not buy an SUV under any circumstances.

### **Tremblant!**

I'm sure someone else is covering this in detail so all I'll say is that Rennsport broke in the new track this weekend. It is everything we hoped for and more. If you haven't signed up for the August DE by the time you read this, you're probably out of luck. The track is a long way from finished mind you. On Friday, it was a construction site. I think it is appropriate that the first tire tracks on the new surface were made by Porsches. Check out my new ride! It's kinda slow down the straight but what traction in corner one!

### **Powerful Braking – No Squeal!**

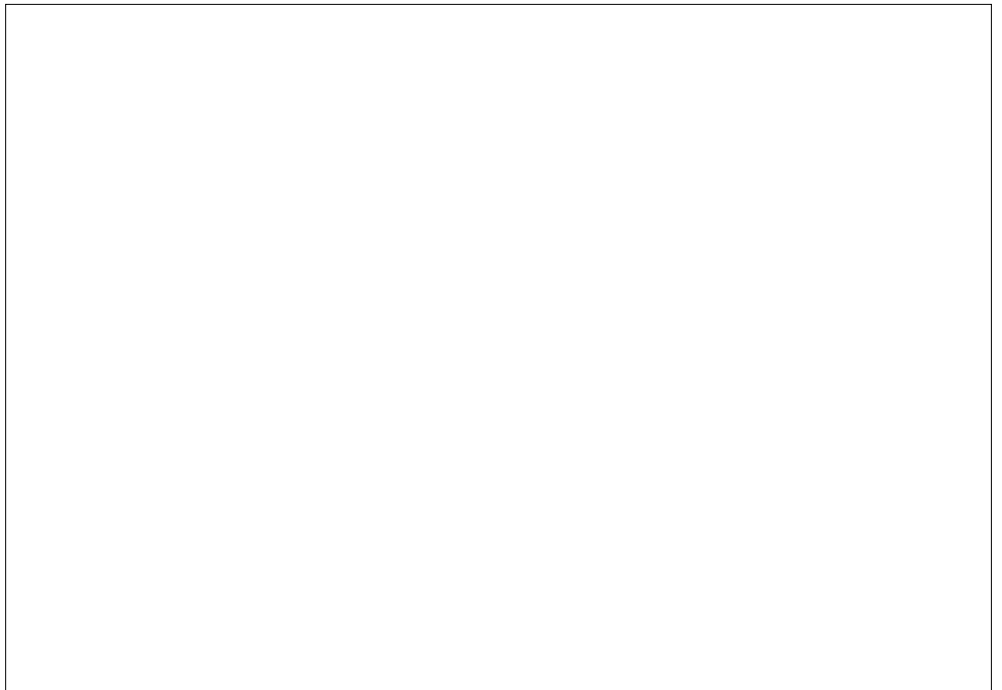
I needed new pads for my Boxster S. Rob Martin suggested I try the new Pagid Blue medium pads. I'm happy to report that they work really well. They have a higher friction coefficient than the OEM (Brembo) pads, produce less dust and no squeal (on my car) even after a three day track event. I'm fussy about brakes, some high friction pads I've tried deliver big stopping power but, a non linear response. In other words a constant pressure results in more braking force as the pads heat up. The worst ones tend to stick and screw up the release. The Pagid Blue's have no unpleasant side effects and my rotors look just fine after a lot of abuse. The only downside is that they are expensive, around 500 bucks for all four corners.

On Sunday, June 10th, Rennsport Region, together with Sir Winston Churchill Pub (Winnie's) once again hosted the annual Crescent Street Car Show on weekend of the Grand Prix.

The event was a success with approximately 40 Porsches showing up for a beautiful cloudless day. There

Alain Girard and his mid-engine friends with their 914's seemed to be having the most fun of all swapping parts and telling 914 stories.

Many thanks go out to Nicole Galarneau, Alain Girard, Robert Plante and the others who volunteered their services for the day. Special thanks to



was a huge turnout of spectators as Montreal was flooded with tourists visiting our city for Grand Prix weekend.

In the afternoon, there was a touch & go moment when we were visited by the Montreal fire inspector who insisted on a wider route between the diagonally parked cars. Many of members had locked up their vehicles and left for the Grand Prix with their keys. Luckily, the inspector was very tolerant and did not tow the cars away.

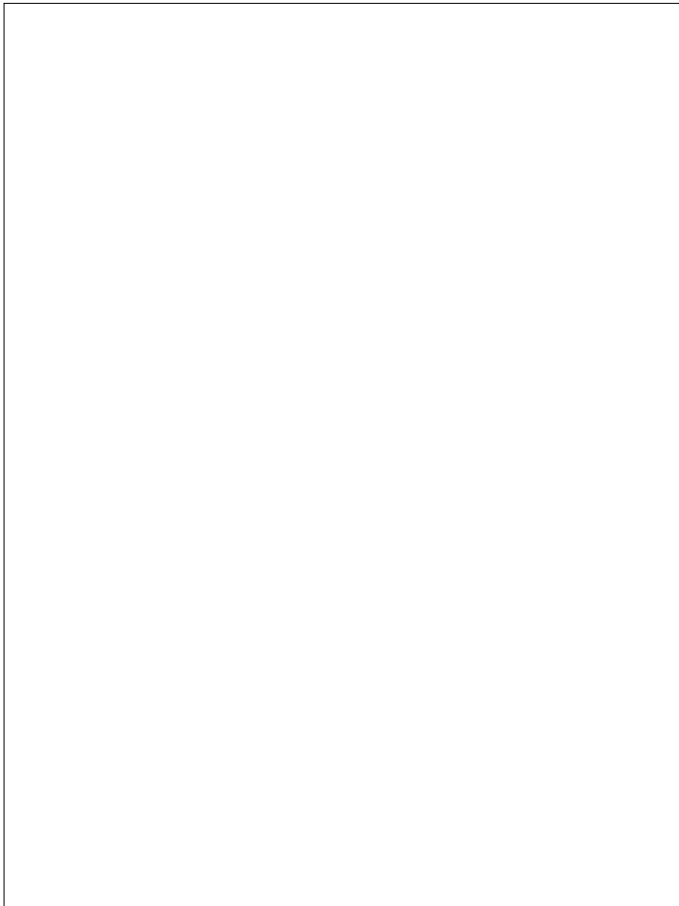
Philippe Desjardins and Francois Desjardins who, as our shuttle drivers, had to brave the long traffic jams in and out of Ile Notre-Dame.

Eve Drouin and Nicola Picciani from Winnie's were good enough to offer all participants an overflowing goodie bag and a photo of their car. Should any of the members like to receive their free large print (8.5" X 6") of their cars, please call 514-230-6282 or e-mail at [andy@idealmec.com](mailto:andy@idealmec.com)

# The Alpo Turbo

Rob Martin

While winter storage articles are still months away, I just couldn't leave this alone for that long, so... here's the story of what has become to known locally as the Alpo Turbo.



*It must have taken hundred of individual trips to transport all of these chunks*

Now for those of you who have never shared your residence with a dog, the name Alpo may not be familiar to you. Suffice it say that Alpo is a well known brand of pooch food. I'm told that these dry hard particles of inderterminable, brown mung are great for dogs but not desirable as a

protective packaging for 911 Porsches.

When Ed Cordner brought his new (to him) 930 Turbo in for a tune up, the service technician realized that there was more to the problem than a simple adjustment. Dog food chunks were so jammed into the spark plug holes that it was impossible to get a socket over a plug and that was just the beginning!

Further investigation revealed that over the two years of storage, some persistent furry little creatures had decided that the 911 would make a great food cupboard. Virtually every storage possibility had been exploited and some of these were impossible to clean out. There was only one course of action - the engine had to come out of the car.

Not only was the engine oil cooler shroud packed with Alpo, the entire box section of the body that contains the engine cover latch was packed full for half a metre to the left and right of the latching mechanism. These mice were either very greedy or really worried about imminent famine.

Talk about a canine easter egg hunt... this would have been paradise for Fido and his doggy buddies.

It was fortunate that Ed was prudent and brought the car in for a check up. No damage was done and his 1979 is truly a wonderful example of an excellent early 930.

The lessons here? Never store bags of dog food, bird seed, or whatever mice like to hoard, in the same place where you store your Porsche. Seal up all of those enticing orifices before you put your P-car to rest for the winter. In the spring, check your engine carefully for mice nests, desiccated chipmunk carcasses and, oh yes... Alpo.



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MEMBER OF PORSCHE CLUB OF AMERICA)  
FIER PARTENAIRE DE / PROUD PARTNER  
WITH AUTOMOBILES E. LAUZON ET /  
AND AUTOSTRASSE PORSCHE

Une des raretés chez Porsche est bien la 959. Construite en seulement 290 exemplaires (tout le monde ne s'entend pas sur le chiffre exact) et dont quelques unes ont fait le trajet Zuffenhausen/Amérique. Seulement quelques heureux et fortunés propriétaires peuvent se vanter d'avoir en leur possession une de ces splendides machines. D'ailleurs c'est à peu près tout ce dont ils peuvent se targuer car malgré tous les avancements technologiques que possèdent

coincidence... Nous avons la chance d'en avoir un exemplaire ici même au Québec. Nous respecterons ici le vœu du propriétaire de cette beauté mobile qui ne désire pas être identifié. Bien enfouie dans les entrailles de Montréal, cette voiture qui est un des joyaux de la collection privé de ce monsieur qui possède entre autres quelques Ferrari, fait le bonheur de son maître car on ne sait trop par quel stratagème, la voiture est immatriculée et peut circuler librement. J'ai même eu l'opportunité de l'admirer

et de faire quelques tours de piste lors d'un événement passé du club Porsche. C'est un des avantages d'être membre d'un club automobile, je présume.

**Que de Puissance !**  
Dotée d'un moteur compresseur alimenté par un double turbo qui est un dérivé du moteur de course de la Porsche 962, cette

cette voiture, notez quelle n'a été construite qu'en 1987-1988, elle ne répond pas aux exigences gouvernementales tant au point de vue sécurité qu'aux normes environnementales qui sachez le, sont extrêmement sévères surtout chez nos voisins du sud, les États-Unis.

Donc, on parle ici de pièces de collection pour philanthrope avertis et oh !

voiture avec ses 450 chevaux peut facilement atteindre les 310 kilomètres heure, et dans sa version allégée, la 959 fait descendre les chronos à 3,7 secondes pour le 0 - 100 kmh et à 8,3 secondes pour le 0 - 160 kmh. Il y a de quoi décoiffé ! Même les toutes nouvelles Viper ne supportent pas la comparaison, et on parle ici de technologie de 1986 !



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Quel était le secret ? Eh bien tout simplement l'agencement des deux turbines qui agissaient de façon séquentielle et simultanée, c'est à dire qu'à bas régime, les gaz d'échappement étaient dirigés vers un seul turbo tandis que le second était dans une phase de pré-engagement, et dès que le moteur atteignait les 4200 tours minutes, la deuxième turbine s'engageait et toute la puissance était disponible jusqu'à 6500 tours minutes. Ce système faisait donc que la plage d'utilisation de la puissance avait une courbe exponentielle. Ce qui veut dire en terme plus clair que plus on sollicite la pédale des gaz, plus on a de puissance.

## Un Laboratoire Sur Roues !

Conçue en premier lieu pour servir de banc d'étude dans le but de concevoir de nouvelles applications pour le futur, Porsche a investi plus de \$100 millions dans le projet. Ainsi donc, quelques unes se sont retrouvées sur les modèles de série. Notez tout d'abord le nez de la voiture qui ressemble étrangement aux 993 de 1995 à 1998, le système PSK à 4 roues motrice qui fait maintenant la joie des propriétaires de C4, par contre il faut aussi mentionner que ce système était très complexe et a causé beaucoup de tracas aux ingénieurs de chez Porsche qui se sont résolus à utiliser une version plus conventionnelle disons et qui équipe maintenant les fameuses Carrera 4. La boîte de vitesse à 6 rapports était aussi en développement sur ce modèles, elle est maintenant standard sur toutes les nouvelles 996 qui sortent de l'usine. L'utilisation des matériaux composites tel le kevlar a aussi été mis à l'essai durant le développement, autres gadgets étaient l'indicateur de pression des pneus et un système qui permettait de varier la garde au sol à 3 niveaux différents. C'est dire que l'on voyait à long terme à Stuttgart.

Le prototype final fut présenté au public en 1985 au salon de l'auto de Frankfort, et le premier modèle de série qui sortit de la ligne de montage en 1987, fut livré au fils de Ferry Porsche, Wolfgang. Au tout début, cette voiture devait s'appeler Groupe "B" mais un changement tardif de vocation fit que l'on décida d'opter pour le pseudonyme 959.

Le châssis est de type monocoque en acier, et des matériaux plus légers tel que l'aluminium (portières et couvercle de valise avant) ont été utilisés dans le

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but évident de réduire la masse totale. Ce n'est pas un luxe si on considère que le poids total frise les 1500 kg. La 959 était disponible en 2 versions, soit la version Sport ou la version "confortable". Évidemment, la version sport était allégée de près de 100 kg. Ainsi, la climatisation, les vitres électriques, les sièges arrières et les sièges mécaniques entre autres choses ont tous été supprimés pour la diète. Mais ces 100 kg de moins n'en faisaient pas pour autant une voiture ultra légère en faisant osciller la balance à 1350 kg on était encore loin d'un rapport puissance optimal.

### **En Course !**

Dans le but de pouvoir tester sa voiture dans les pires conditions, Porsche a décidé de construire sa voiture selon les exigences de la FIA pour pouvoir courir en Groupe B. Mais l'excès de poids la rendait non compétitive vis à vis les autres compagnies qui eux avaient des bolides qui pesaient sous la barre des 1000 kg. C'est alors que Porsche décida d'inscrire la 959 dans les épreuves d'endurance un peu moins relevées mais toutes aussi prestigieuses. Donc, on a choisi le Paris-Dakar. Épreuve dont ils se sont montrés assez dignes et qui était une belle vitrine pour montrer à tous, le savoir faire de la marque allemande. En effet, Porsche a remporté la première et deuxième place à sa participation de 1984 et eut un résultat similaire en 1986. Souvenez-vous des 959 numéros 25 et 26 aux couleurs de Rothmans que nous avons eu la chance d'avoir dans la salle de montre chez Lauzon automobile de Blainville, il y a quelques années. Par la suite, Porsche inscrivit la voiture aux 24 heures du Mans où elle fit encore belle figure, une 7 ième place mais déjà, le programme 959 tirait à sa fin et l'année 1987 marqua la fin de la carrière en course de cette super voiture.

### **Pour conclure**

Eh bien, j'espère que vous en rêverez un peu et si vous êtes chanceux, peut être que vous pourrez l'admirer vous aussi sur la route qui conduit vers les Laurentides un de ces quatre, on ne sait jamais!

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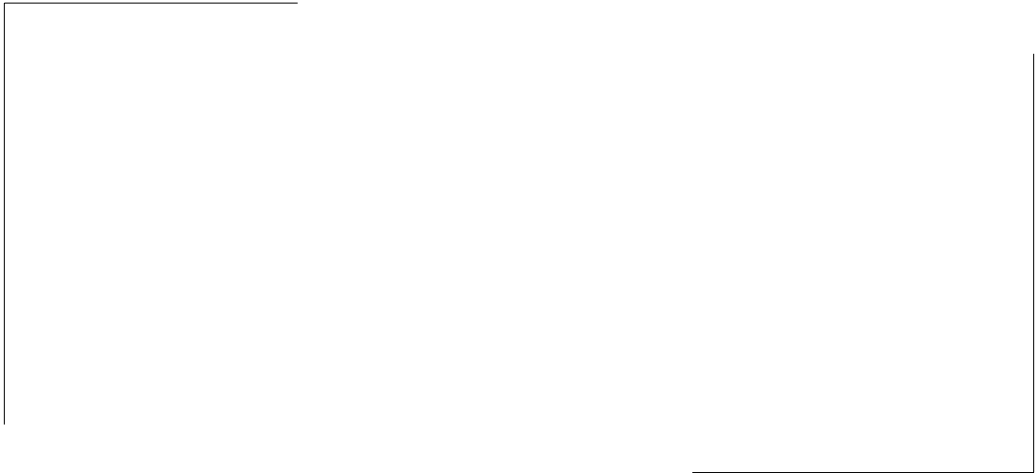
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# Tremblant Concous d'Elegance

Rob Martin

Be careful what you wish for! For the past few years, Rennsport car shows have suffered from adverse weather conditions. Rain, high winds and surely skies have surely tested the mettle of those of us who enjoy preparing our cars for the annual show and shines.

This year the operant word was "heat" and lots of it. Summer came early in 2001 and even Tremblant ski village, which has a reputation for its

ner, ensured that found our way to the trailer parking and the display sites.

Once again, the Rennsport car show raised money for the Charles Bruneau Foundation and the ailing children that are assisted by this organization. A sizeable cheque was made possible by the hard work of the organizing team and generosity of our members.

At the completion of the show, we formed a long "parade" line and were



extreme winter temperatures, couldn't escape the humidity and the blistering sun.

Robert Bianchini, Sylvano Bozzini and Ivano Scattolin were the leaders of a fine team that made us feel welcome from the minute we arrived. Signs, Police officers and guides on every cor-

escorted by several police cruisers over to the newly minted version of Le Circuit, Tremblant.

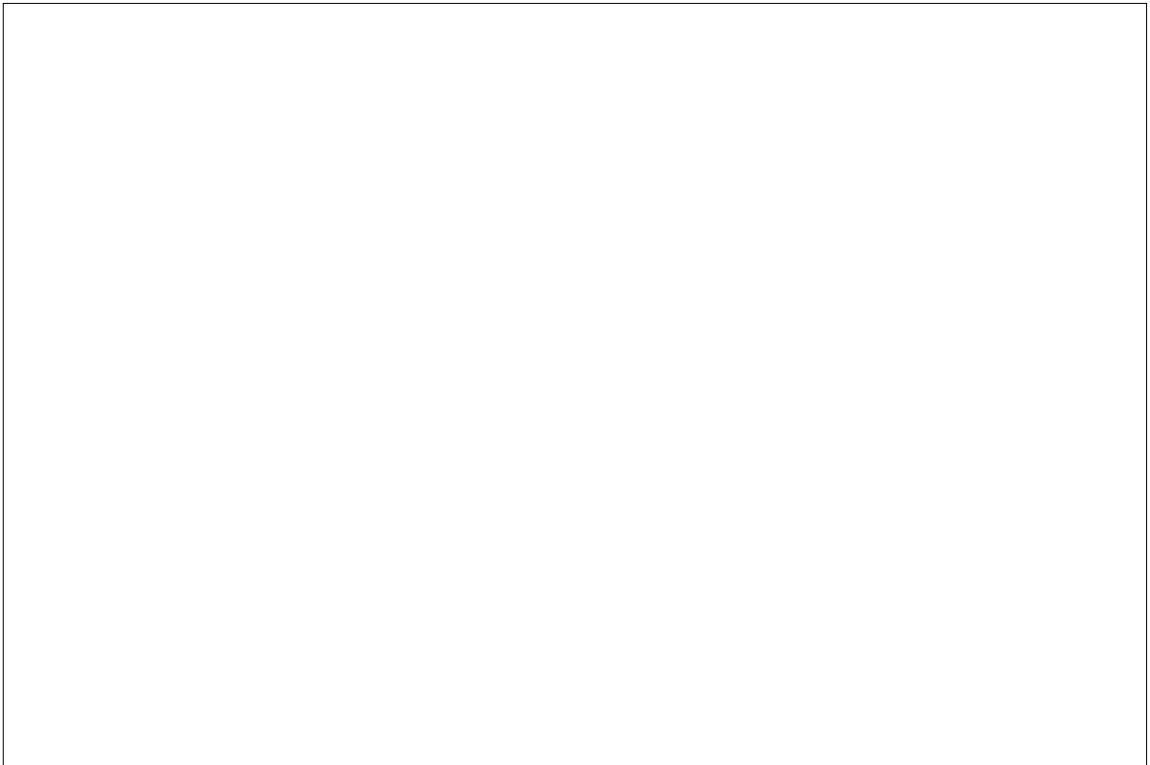
The people who are responsible for the race course had made it possible for some of the ailing children that are assisted by the Bruneau Foundation, to

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take a ride in the Porsche of their choice. Of course, we cruised the course at a leisurely rate, given the circumstances, but it was fun to get a chance to drive on the new surface - even if it was in the wrong direction.

From a personal point of view, let me tell you that it's a rather surreal feeling have a Police car appear in the rear view mirror of my track car.

this again, the organizers should review the DEW passing rules with the local constabulary, before we go out on the track.



While I'm used to seeing several of the more rapid members of red run group closing up on "Yellow Bird", flashing blue lights and a Malibu Police Special is a completely different thing.

Since my hand over the roof signal failed to solicit the desired response, I respectfully request that, before we do

*With an understanding of lowered suspensions, the organizers placed the "sporting" class at the bottom of the Tremblant ski resort. The streetable Porsches were arranged beside the village square at the top of the hill.*

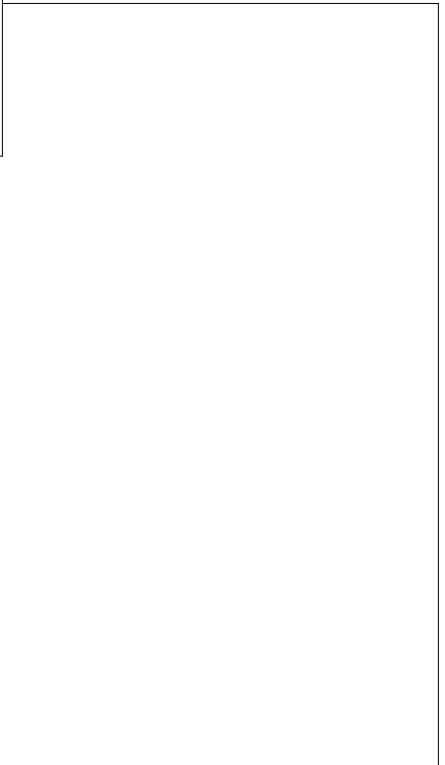
*For some of us, it felt a little like Parade '99 all over again... well almost.*

*Above: Alain Bélisle's 911 RS Touring . Left: Track cars belonging to Yvano Scattolin and Rob Martin*



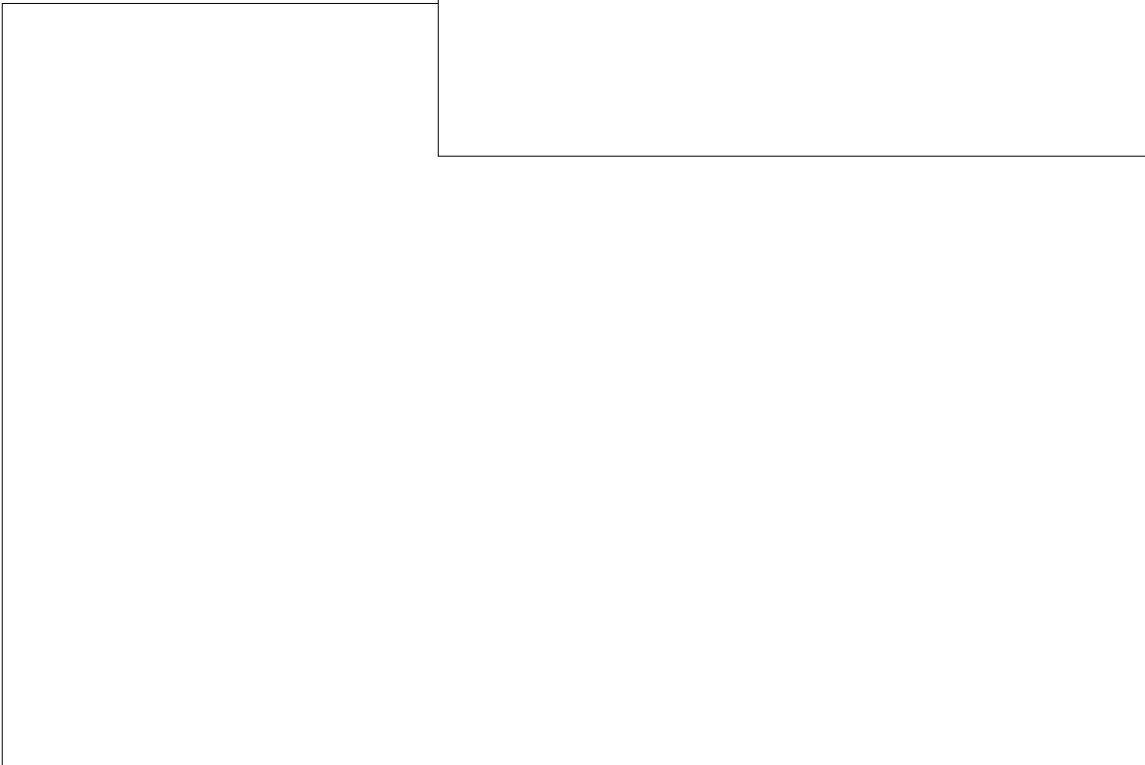
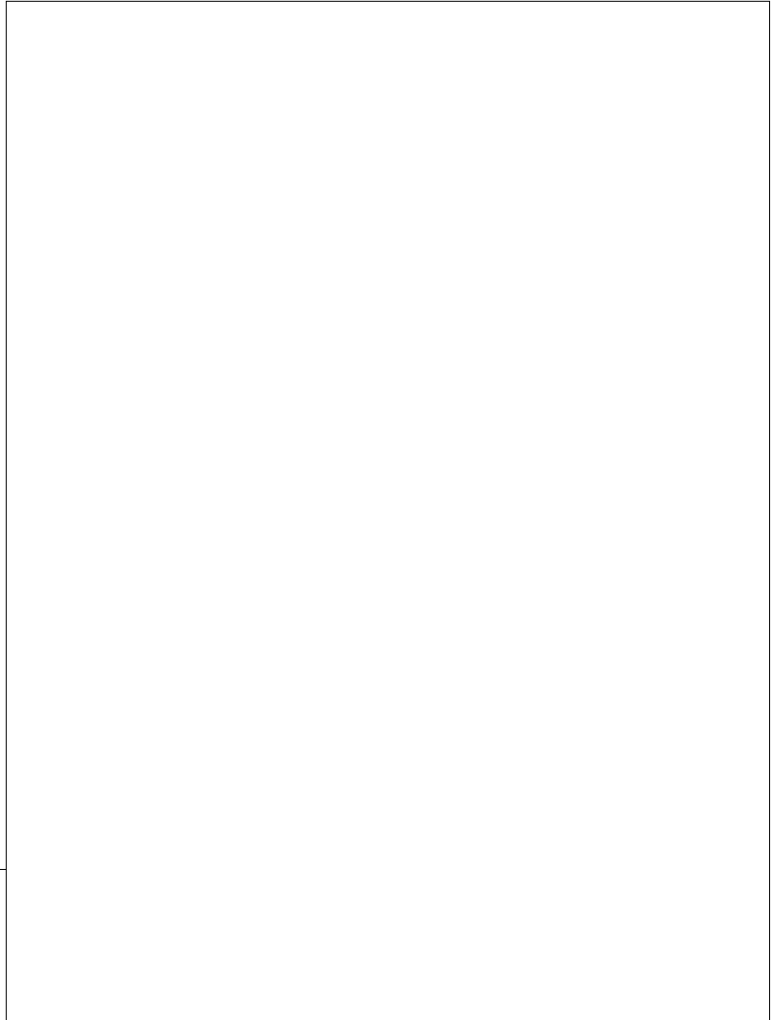
*Left: Voted first in class and best of show was Howard Weld's 1965 356C Cabriolet. Howard is an Ottawa member who enjoys competing at major Concours events in both Canada and the United States*

*Below: This 356 Speedster belongs to Clyde Kwok. Clyde is from Montreal and his interest in Porsches has generated an excellent collection of both historic and unique examples of the marque*



*Right: Hundreds of visitors to Tremblant were treated to a display of more than 50 Porsches. Rennsport's 2001 car show was blessed with super weather, a terrific location and wonderful organization.*

*Below: Ed and Ann-Marie Cordner brought along their immaculate 1979 930 Turbo to their first Rennsport event. Ed was fortunate to find this car in Kingston, Ontario where it had been stored for a number of years. Look for an article in this issue about this car and its adventures in the storage lock-up*



# PCA Club Racing at the Glen- The Porsche Clash

Tom Lang

Racers are always looking for an edge, that little something extra that can mean the difference between coming in second and winning, or coming in sixth rather than seventh. And most of them even look for this edge within the rules!

## The Prelude

In this particular racer's case, the story began last fall when the author became part owner of a 1988 Porsche 924S that had been prepared for PCA Club racing by its previous owner. The 924S was appealing because, under current Club Racing rules, it traded some 4hp less than the racer's previous car, a 944 fitted with the 1989 2.7L 8-valve motor, for over 200lbs less weight. Weight doesn't just hurt acceleration, it hurts everything, from braking to cornering.

## The Mission

With the 924S as a suitable platform, development of the car began. The goal: A PCA club race known as The Porsche Clash at the Glenon Father's Day, June 15-17 2001

## Wheels & Tires

Attention was first turned to the choice of wheels and tires. The club racing rules had been changed to allow tire and wheel choices that deviated more than 3% from the stock rolling diameter. The 16 inch wheels used by the former owner were no longer optimal. Instead, several used sets of humble 15x7 phone dials were acquired from Whale Tail Productions. The chosen practice tire was the Yokohama A032R 205/50/15, which traded some ultimate stick for traction in rain and a long life.

For stock class racing, there is only one choice of tire if you want to run near the front (discounting the hard-to-find and expensive Goodyear Eagle GS-CS): the Hoosier R3S03 DOT radial. Two sizes were available that would fit: the 205/50/15 and the trick 225/45/15. Both offered a 2-inch reduction in rolling diameter over stock, along with a 1-inch lowering of the Centre of Gravity (CG) with no loss of suspension travel.

The conventional wisdom is to choose the widest possible tire, but against this were set the facts that the 7-inch width of the rims (the largest that could be fitted to the front of the car under the rules) was at the lower end of the rim sizes recommended by Hoosier for the 225/45/15, and the possibility that this was too much tire for the car, and wouldn't reach its optimal temperature range of 180-200F. The better size would have to be found by testing.

## Suspension Tuning

Next up for consideration was the suspension. The previous owner had already replaced the stock front suspension with Carrera racing springs and shocks, and put Carrera shocks in the rear to keep the upgraded 29mm torsion bars in place. Weltmeister sway bars were to be found front and rear. Suspension bushings were still rubber, as befitting a car that would be driven on the street to and from track events, instead of the solid spherical bearing units often seen on stock class racecars nowadays.

The trick camber plates, the car came with, had to be welded and pinned so they couldn't be adjusted, in compliance with a rule change for the 2001 season.

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The stock VW Rabbit style front control arms, made of stamped steel, were found to be cracked so they were replaced with Fabcar racing control arms. The alignment was returned to the settings when the car was purchased, except that the front toe, which was found to be wildly toed in, was reset to a more sensible value.

### **Engine Tuning**

This activity would be aided by the use of the chassis dynamometer recently installed at Tapp Auto in Ottawa. There's nothing like hard numbers when trying to improve an engine's performance. Race car engineer Carroll Smith, once wrote that the racer with the most information wins, and we were going to have lots of information!

The first thing we did was try to optimize the number of diffuser discs in the Supertrapp tunable muffler. Using the dyno, we found that the exhaust worked best as an open exhaust with no discs at all. Also, the dyno sheets showed that power had not started to roll off at redline, so this got us thinking that maybe the exhaust system as a whole was too restrictive.

To test this, an order was placed with Jerry Stahl at Stahl Headers for one of the trick 4-into-1 944 racing headers, designed by Jim Mattern.

En route to us, the header was drop shipped to HPC High Performance Coatings for ceramic coating inside and out, mostly to preserve it from rust and thermal fatigue, and maybe to give us a couple of extra ponies as a bonus.

The header was installed, and we excitedly awaited the results of the first dyno pull, which turned out to be . . . unchanged! The horsepower and

torque numbers were essentially the same as with the old exhaust. What a disappointment.

But wait! Further pulls showed that the new exhaust, unlike the old one, was not sensitive to the number of diffuser discs in the Supertrapp and produced the same power with as few as five discs as with none at all. This indicated that the exhaust system was no longer the bottleneck in the breathing of the motor.

Suspicion centered on two possibilities – either the fuel system wasn't up to the demands of the engine, causing the mixture to lean out, or the intake system couldn't supply enough air. The fuel system probably wasn't the culprit, as the power produced by the motor wasn't that much more than stock, and Porsche is well known for (usually) over-engineering their cars. That left the intake system to do . . . but we were out of time! It was time to pack for the Porsche Clash.

### **Problem Found**

Before leaving for the Glen we managed to squeeze in a DEW at Mosport, and found that the ceramic coating on the header really lived up to HPC's claims of heat retention – so much so that the heat was travelling further down the exhaust system and getting into the rear brake lines, causing the fluid to boil and the brake pedal to get soft. The problem was so severe that the brakes had to be bled twice each day to restore the firmness of the brake pedal. Once back in Ottawa, the problem was addressed by wrapping the exhaust pipe with header tape where it passed near the brake lines. As a precaution, header tape was also added where it passed by the

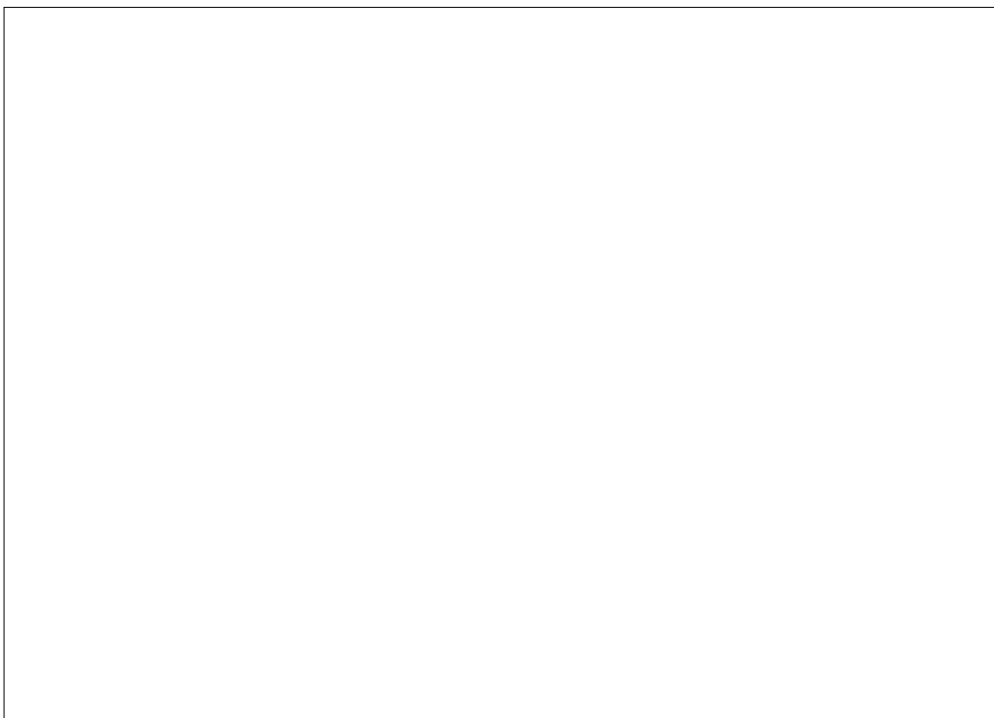


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starter motor. Would the fix work? We'd have to wait till we got to Watkins Glen to find out.

### **Problem Solved**

Car and driver showed up at the Glen two days before the three-day race "weekend" for a couple of Metro NY Region DE days to get re-



*Rennsport's own, Racer Tom and his yellow 924S at Watkins Glen photo: Marcia Wheeler*

acquainted with the very fast track at the Glen, which is known to be hard on brakes, with several hard, high-speed, downhill braking zones. During these two days, the braking system worked flawlessly, the brakes being bled at the end of each day more as a precaution than a necessity. The header tape seems to have worked! Power-wise, the car held its own with other normally aspirated 8-valve 924S/944s, neither gaining nor losing ground to them on the fast circuit.

### **Race Day 1 – Oops!**

The first day of the club race weekend is a practice day, and this is an opportunity to try new things on the racetrack, in anticipation of the unusual circumstances that invariably arise during a race. Things like going into corners off-

line, adjusting braking and turning points, driving on rarely used parts of the racetrack, and so on. One technique that the author finds doesn't work during the fun race is a very late braking pass attempt on the inside of Turn 1, which nets him a ride through a very large, bumpy gravel trap. Luckily, the only consequences are a thrown power steering belt and a scoopful of gravel in

each brake cooling duct, all of which is quickly set right in the paddock. Live and learn!

### **Race Day 2 – The Agony of Defeat**

Morning of the second day and time to strap on the trick 225/45/15 Hoosiers in anticipation of qualifying and the sprint races. These particular tires have been sitting in the author's basement for a year, having originally been purchased for the 2000 PCA club race at Mosport, where the author suffered engine trouble and retired before the race began. Hoosiers are usually

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worth at least 2-3 seconds a lap over any other tire, but strangely enough, the lap times are the same as with the Yokohama A032R, which is to say, by club racing standards, slow. The trend continues during the sprint race – a poor start costs two positions, but these are regained during the race, so the car finishes where it started, well back in the crowded Group 4 pack. The best lap times of the car seem immovably stuck at 2:35, while most of the field is posting times below 2:30. Is this driver losing his touch? Had he ever had it? Grim times, indeed.

### **Race Day 3 – The Thrill of Victory (well, almost)**

Morning of the third day and as a move of desperation the skinny 205/50/15 Hoosiers drop shipped by the Tire Rack to the Seneca Lodge only 3 days earlier are put on the car. The first session is the morning warm-up, during which the car posts . . . a 2:33! The car is faster; these tires have stick! With mounting enthusiasm, the crew prepares the car for the enduro, which organizers have shortened from 90 minutes to 60 minutes. Grid positions are to be based on the best lap time in the sprint race of the day before, so our pathetic performance nets us starting position 45 of 47 entrants. But this time things would be different.

With brakes freshly bled and a full tank of fuel, the car appears at position 45 on the grid. The green flag brings a good and several positions are gained by Turn 1. Several more are gained during heavy dicing in the opening laps with the quick J-class 914 of Derek Steger, who is turning faster laps and eventually gets by, but not before a couple of full course yellows, due to spun cars in the bus stop, enable us to reel in the rest of the pack. Just past the half-way point, the hot-pit crew of Ian McDonald and Chris Paine radio the car in for its mandatory 5-minute pit stop, which goes like clockwork, taking 5 minutes, 3 seconds from Check-In Point to Check-Out Point. From then on, the car only has to hold station to

achieve a finishing position of 28th overall, 6th of 11 entrants in I class. Best lap time is a 2:30 in lap 20 of 20 laps completed. Not bad for a starting position of 45 with skinny tires!

### **Epilogue**

The lack of stick in the 225/45/15 Hoosiers is an enduring mystery. Are they too much tire for the car, and unable to get up to their optimum temperature operating range? Or had they simply exceeded their shelf life while stored in the author's basement? Tire pyrometer measurements at future track events may shed some light on the mystery.

And for an encore? All eyes are now on the PCA club race scheduled for Mosport on Aug. 3-5, which will include the usual sprint races, and, for the first time at this location, a 90 minute enduro. Better get working on that intake system and the tire mystery right away!

The author would like to thank his hard-working crew of volunteers, RSR members Craig Hamm (team photographer), Ian McDonald, Paul Brassard, Stephane Dupont, Mark McCurdy, and UCR member Adam Tuck. Also thanks to Chris Paine, who stayed behind to help RSR member, Rob Woyzbun and his RS America, which, sadly, was forced to retire with engine problems.

The author would also like to acknowledge the privilege of driving on Team Laps-4-Life, which raises money for the Ottawa Regional Cancer Centre, generously funded by donations from area businesses, including The Marketing Works, Vector Media, GigaTron, and Renntech Motorsports. Other team members include RSR racers Rob Woyzbun (PCA Club Racing), Jim Harrison (Canada GT Challenge), and Garth Gullekson (One Lap of America).

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- **1959 356 A** #105974 alpine white/red. 2nd owner. All documents and history since day one. All #s match. Several spare parts. Car is in A1 cond. Always garaged, no winters, smoke, solid throughout \$25000 Luigi 514-727-1709 davin@videotron.ca (c)
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  - **1988 944 Turbo S** Silver Rose limited edition, 107,000 km, chipped, K&N, polished wheels, Weltmeister adustable suspension. \$22500. Willem 514-697-6936 willemh@videotron.ca (d)
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  - **Parts** 944S 1988 for sale. Oil pan, housing, intake manifold, air filter box & hoses, DME(\$250.00), valve cover and many other parts. DME 924S 1988(\$250.00). **à vendre.** Panne à l'huile, tubulure d'admission, boîte de filtre à air et tuyaux, couvert de valves, DME(\$250.00). dme 924s 1988 (\$250.00)
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