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*Tremblant, Sun and Porsches
Tremblant, le soleil et les Porsches
by Rob Martin*

2001 Calendar/Calendrier

May				
19-20	Zone 1 Concours d'Élégance	Newport, RI	Don & Kathy Plant	508/993-7736
26	Instructor Training	Sanair	Robert Rouleau	514/694-7375
June				
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	Dynamometer Session	Boucherville	Robert Plante	450/589-0070
August				
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
September				
8	Coffee Run	Ottawa	Stacey Janes	613/523-6543
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	Rennsport Award Dinner	Ottawa	Paul Racine	613-747-4114
20	Coffee Run	Ottawa	Stacy Janes	613-523-6543

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

For any of you out there who question the wisdom of having a fire extinguisher in your car, it would have served you well to have been behind me on my trip up to Tremblant for the August DEW.

We were only a few kilometres from the house when my son noticed smoke coming through the dashboard of the Ford F-150. A check in the mirrors revealed clouds of white smoke pouring out from behind. With 100 litres of high test fuel in the trailer, the immediate plan of action was to pull over and get the family far away from the truck. Just before leaving the cockpit, I isolated the circuit that carries power to charge the trailer's winch battery using a cut off switch that I had installed as a safety feature.

With Eric Gutknecht standing by with a Halon fire bottle, I managed to hold my breath long enough to open the hood. (Don't ask why we weren't also running away). To our surprise, the burning wiring harness had extinguished itself when the power had been turned off. Never the less, judging from what I saw, I'm quite sure that Eric's extinguisher would have large enough to put the fire out - one of those cases where there was a lot more smoke than flame.

Looks like a major short circuit occurred somewhere in the circuit. We will know better when we look at the problem later in the week.

This is relatively new gear, and if I can have a problem with all the checking that I do to my rolling equipment, then anyone can experience a similar electrical fire.

We know that small extinguishers are not great for knocking down larger fires, but if one can get to the problem early enough, they can prove useful as has been the case with several small pit fires that I have seen at the track.

Kapryel Ferah told me that in Turkey, all cars have to be equipped with an extinguisher before they can be licensed. Only in Turkey, eh!

J'aurais souhaité que les personnes qui contestent l'intérêt d'avoir un extincteur dans la voiture se trouvent avec moi lors de mon dernier voyage à Tremblant pour le DEW du mois d'août.

Nous n'étions qu'à quelques kilomètres de la maison

lorsque mon fils a détecté de la fumée qui sortait du tableau de bord du Ford F-150. Effectivement, le rétroviseur a révélé une abondante fumée blanche fuyant de l'arrière. Avec plus de 100 litres d'essence à indice d'octane élevé dans la remorque, je me suis tout de suite garé sur le bas côté pour éloigner la famille du véhicule. Avant de quitter la cabine, j'ai isolé le fil qui alimente la batterie du treuil de la remorque au moyen d'un régulateur d'accès que j'avais installé par mesure de précaution.

Avec, à mes côtés, Eric Gutknecht muni d'un extincteur Halon, j'ai réussi à retenir mon souffle le temps d'ouvrir le capot. (Ne me demandez pas pourquoi nous n'avons pas, nous aussi, pris le large!) À notre stupéfaction, le faisceau de fils s'était éteint quand l'alimentation a été coupée. Néanmoins, d'après ce que j'ai pu constater, je suis sûr que l'extincteur d'Eric serait venu à bout de l'incendie puisqu'en fin de compte, il y avait beaucoup plus de fumée que de flammes.

Diagnostic préliminaire : un court-circuit dans le réseau électrique. Nous en saurons davantage au cours de la semaine après un examen complet. L'équipement est relativement neuf, et malgré toutes les vérifications du matériel roulant que j'effectue, un feu électrique est survenu. Comme quoi, ça peut arriver à n'importe qui.

Nous savons tous que les petits extincteurs ne sont pas de grande utilité face à un feu important, mais si on détecte le problème assez vite, ils peuvent servir à maîtriser certaines situations, comme les petits incendies de fosse qui surviennent de temps en temps sur la piste.

À ce sujet, Kapryel Ferah m'a raconté qu'en Turquie, un extincteur est de rigueur dans toutes les voitures, une condition d'obtention de permis. Nulle part ailleurs!



Please allow me to start with a quick apology to our beleaguered Editor. My work schedule has kept me very busy and I am past the deadline with my letter. Actually the deadline is tomorrow, but I'm once again looking at a blank

computer screen and there is a club race at Mosport. Dilemma; should I sit here and fulfill my duty or go and support our Rennsport club racers. It took 20 min to pack the car.

I had not seen a club race since the last Rennsport one held during the Parade. UCR organizes a great club race and it also provides an opportunity to interact with the members of our neighboring region. There were a few club races on Saturday and an enduro on Sunday. Rennsport was well represented with the father and son team of Ivano and Fernando Scattolin and Ian Johns and Bob Woyzbun. There were also Solo efforts, yes driving 90 mins in the hot 30 ish weather, by Jules Roy, Tom Lang and Alain Goulet. It was 90 minutes of great racing and our local driver did very well. The only sad news was Tom Lang got caught in someone else's crash and damaged his car. A big congratulations to our Rennsport Club Racers.

Hearing the race cars reminded me of something that we mention at the track and that would be worth mentioning here. As good neighbors, we should always remember that we love to hear our cars wail, but not everyone enjoys the sound of a Porsche at high RPMs early in the morning. Trackies in particular should be careful around the village of Tremblant

Once again, it's time to call out for volunteers. One difficult post that once again will need filling is that of track registrar. I would like to once again thank Philippe Girard for help and dedication during the 2001 track

Permettez moi de commencer cette lettre en m'excusant auprès de notre distingué éditeur. Mon horaire de travail me garde très occupé et je suis encore une fois en retard pour remettre mon mot du président. Actuellement le délai expire demain mais je suis encore une fois au prise avec le syndrome de la page blanche. Un écran vierge ou un club race à Mosport. Quel dilemme ? Dois-je rester assis ici et remplir mon devoir ou aller à Mosport pour supporter les membres de Rennsport participant au Club Race. Quelques 20 minutes plus tard, la voiture était prête et j'avais pris la route pour Mosport en me disant que je pouvais préparer mon mot tout en conduisant. Je n'ai pas eu l'occasion de revoir de Club Race depuis celui de la Parade en 99, que la région avait organisé. UCR sait y faire et organise un excellent Club Race et cela nous permet de se familiariser avec nos confrères des différentes régions qui nous entourent. Il y avait plusieurs sessions de club race le samedi et une session d'enduro le dimanche. Rennsport était très bien représenté pour les différentes sessions. Pour la session d'enduro, nous avons l'équipe père/fils, Ivano & Fernando Scattolin, ainsi que Ian Johns avec Rob Woyzbun qui partageaient la voiture de Ian. Il y avait aussi des braves qui faisaient la session solo, soit 90 minutes à une température extérieure de 30 degrés. Imaginez la température à l'intérieur de la voiture et de la combinaison de course. Ces braves furent Jules Roy, Tom Lang et Alain Goulet. Ce fut un 90 minutes de grand spectacle et nos conducteurs locaux s'en sont très bien tirés. Félicitations à vous messieurs.

Entendre le son des voitures de course m'a rappelé ce que nous avons mentionné à maintes reprises à la piste et que je crois utile de mentionner ici. En bon voisin, nous devons toujours se rappeler que nous aimons entendre nos moteurs rugir mais qu'il n'en est pas nécessairement de même pour tous, surtout d'entendre le son d'un moteur Porsche à haut régime tôt le matin peut incommoder grandement les gens. Membres, amateurs de piste, soyez particulièrement attentif au abord du village de Tremblant

season. We are averaging one registrar pre year, so I won't hide the fact that this job carries a lot of work. The registrar should be someone with basic computer knowledge, good communications skills and a good amount of time that they can dedicate to the job. The registrar receives the registration forms and returns the track package. Using the club database the registrar also feed the information to the chief instructor and other track principals who set up the event. If you feel that you can take on this responsibility please e-mail or call me.

Another place that we will need a few bodies is on the board of directors. Several members are finishing their two year commitment and have indicated that they will be moving on. Each director has the responsibility for one aspect of the club's activities. This will entail helping co-ordinate the people involved with said activity and report back to the board. There is one board meeting per month and they take place in scenic Hawkesbury. If you feel that you have the time and can contribute to the well being of the club please contact me. In closing I would like to remind everyone that the AGM is coming up in October. Let's have a great end of the year party in Ottawa. More about this next month.

I have just received a call from Rob Martin, and I have the unfortunate task of passing on the sad news that Geoff Goddard has died. I'm saddened to think that we have been robbed of the pleasure of Geoff's wonderful company. His smiling face and quick wit will be greatly missed. I would like to pass on my deepest feeling of sympathy to Lynda and all the Goddards
Peace

Je ne voudrais pas sonner comme un certain animateur de télévision mais il est encore temps de faire appel aux volontaires. Nous avons encore une fois le poste de registraire à combler. Je tiens à remercier Philippe Girard pour son aide et son dévouement qui ont permis de faire de la saison 2001 un grand succès. Nous avons pour les dernières années changé de registraire à tous les années, donc je ne vous cacherai pas que c'est un poste très exigeant. Le registraire doit avoir une facilité avec les ordinateurs, des qualités de communicateur et un grand nombre d'heures à dédier à ce poste. Le registraire reçoit les enregistrements et retourne les documents pertinents aux participants. A partir de la base de données du club, le registraire doit fournir au chef instructeur ainsi qu'à quelques autres personnes les données nécessaires pour mener à bien l'événement. Si vous pensez pouvoir chausser ces souliers, laissez le moi savoir par courriel ou par téléphone.

Un autre endroit qui a besoin de bons volontaires est le conseil d'administration. Quelques membres ont terminés leurs deux années de mandat et ont indiqués leur désir de se retirer. Chaque directeur a la responsabilité d'une activité spécifique du Club. Ceci comprend la coordination de volontaires impliqués dans les événements sous sa responsabilité et de faire les rapports concernant ceux-ci aux réunions de l'exécutif. Ces réunions se tiennent un fois par mois et prennent place à mi-chemin soit Hawkesbury. Si vous disposez de temps et que vous êtes prêt à contribuer au fonctionnement du Club, contactez moi SVP.

En terminant, je tiens à vous rappeler que notre soirée de fin de saison communément appelé AGM s'en vient à grand pas. Prévoyez une fin de semaine en octobre et venez participer à une très agréable soirée, cette année à Ottawa. Plus d'informations le mois prochain.

Je viens de recevoir un appel de Robert Martin, et je me dois de vous laisser savoir une bien triste nouvelle. Geoff Goddard est décédé et nous sommes plus que désolé de cette perte. Son visage toujours souriant et son intelligence vive nous manqueront grandement. Je profite de l'occasion pour souhaiter, au nom de tous les membres, nos plus sincères sympathies à Lynda ainsi qu'à tous les membres de sa famille.

Looking for Tech Centers

With Rennsport Driver's Ed events more popular than ever, getting your car inspected for a DEW is getting to be a chore. We've recently added new tech centers to serve members in outlying areas. We need more. If you have a shop to suggest please send it to Mike Delaney our Track Chair delson@odyssey.net.

No Mandatory Broomstick test for Boxster and 996 Cab

At the July meeting, The Rennsport executive voted to eliminate the mandatory "broomstick" test for these models. Previously anyone driving a Boxster or 996 Cab with the soft top, had to prove that the driver's helmeted head was below the top of the factory roll bars. In the case of the 996, an allowance was calculated for the automatic pop-up of the hoops. If your head extended above the roll bar you were required to use a roll bar extension. This policy has been eliminated. Roll bar extensions are recommended but not mandatory. Note that the new policy applies only to Boxsters and 996 Cabriolets. Earlier convertibles still require roll-over protection.

Don't let the rule change affect your personal opinion. If you feel safer with a roll bar extension or even a full roll cage, by all means use it. It's your choice and ultimately your responsibility. **IMPORTANT** – Rennsport instructors may refuse to teach in Boxsters and Cabs if they are uncomfortable with the roll bar situation. We try and match Boxsters with instructors who fit, but this is not always possible.

2001 Boxster 2.7

I had the chance to spend a weekend driving a new 2001 Boxster. The car has evolved a lot in the last few years and I was impressed. .

Performance with the 2.7 litre engine is surprisingly close to the 'S' in spite of the latter's 35 HP advantage. In normal driving (including some pretty "spirited" interludes) the power difference is subtle. I never felt under-powered with the smaller engine. The clutch is a lot friendlier than on the 'S' and the 5 speed is very slick. I rate it a 8.5 out of 10 with the 10 being the Mazda Miata. My only problem was trying to shift into a non-existent sixth gear.

The interior of the car is much improved. The vinyl is as nice as any I've had in a 911 and I wouldn't recommend buying full leather. The interior is a brighter place at night thanks to supplementary lamps in the doors. If you drop your key on the black carpet, you'll find it in this model. There's even a LED projector in the driver's door to illuminate the key hole. There are cup holders. No comment.

The "Wind-stop" really works. My car doesn't have it and the difference on the highway is very pronounced. Given the state of my remaining hair, I don't really worry about having "convertible head" anyway. Guys with big hair and most women will appreciate the option.

The instruments are now black faced with white indications. The reverse of my car and I prefer the new look. The digital speedo has been moved to the bottom of the analog dial, a more logical placement than at the bottom of the tach.

Digital displays are larger and easier to read. The only downside is no outside air temperature gauge. It's an option.

Ride and handling are really nice. Compared to my MO30, with 18 inch wheels, the loaner rode like a limo. Handling doesn't seem to suffer though and I could carve up my favorite twisty bits with ease. Chassis rigidity was exemplary and nothing rattled. Not a bad trick in a convertible. When you raise the top, the windows close automatically whether you want them up or not.

I couldn't help making comparisons to my 2000 "S". The 2001 base model is a lot less expensive and has many of the features which made the "S" so desirable a couple of years ago. The top is lined, and the interior décor is up to Porsche standards. Whether the more powerful engine and brakes are worth the extra money is an interesting question. If you're in the market for an S, I'd encourage you to test drive the base model before plunking down your deposit. Track junkies will appreciate the difference but I'm not sure about the rest of you.

Porsche Facts and Rumors

The fabulous GT2 will make its appearance in Canada next year. According to Auto Strasse, six cars will be delivered to Canada in 2002 and a few more in 2003. Thereafter production will cease. Rennsport region may win a special award for having three of the six GT2's delivered next year. In the USA, some dealers are holding auctions to see who will get to bid on a delivery position for the fastest of all street-going Porsches. I guess the economy is bad as we thought.

Rumors about the Boxster Turbo have intensified. We might see this car in 2003 and in coupe form! A coupe would make a better race car which might signal Porsche's intent. The twin turbo powerplant will be derived from the regular Boxster's 2.7 liter engine. Speculation is 325 to 375 horsepower. A race version makes sense considering that Porsche GT3R's are now being creamed by BMW M3's with V8 power. A 2.9 twin turbo similar to the famous 959 could make over 600 HP in race trim and equalize things a bit. .

996 TT Tiptronic

I think I have to apologize to Guy St-Onge. He showed up at our July Track Event with a beautiful 996 Turbo Tiptronic! Guy chided me for my disparaging remarks about the automatic and told me that the 996TT exhibited none of the faults I described. Moreover, he confirmed what a few authorities have recently said: "I can drive this car faster on the track with the Tip than with a manual". It's also his daily driver (poor him huh?).

The Tiptronic in the 996TT is not the same as the one in the rest of the lineup. The automatic transmission is supplied by Mercedes and comes with the MB controller. Look at it this way. In the old days a guy driving an automatic transmission sports car would always blame it on his wife. Now, he can say, "I got the automatic 'cuz it's faster on the race track". Still, I'm not sure I'm happy with the idea of sports cars that are faster with an auto-box than a manual.

A Great Story

A guy driving a red Porsche 993 gets pulled over for speeding in the USA. The cop saunters up to the window and asks "Driver's License please"

Driver: "I don't have one, I lost it for driving drunk".

Cop: "How about your registration"?

Driver: "Uh, I think I saw a registration in the glove compartment when I was putting my gun away".

Cop: "You have a gun in the glove compartment"?

Driver: "Yeah, I put it there after I shot the owner of this car".

Cop: "You stole this car and shot the owner"?

Driver: "Yeah, I stuffed her body in the trunk".

The cop backs away from the car while calling for back-up. Minutes later the car is surrounded by a SWAT team. A Police Captain carefully approaches the driver.

Captain: "Please step out of the car, keep your hands in plain sight and do not make any sudden moves".

The driver carefully gets out of the car, hands well away from his pockets.

Captain: "it was reported that you are driving without a license, have a gun in the glove compartment and you have a body stuffed in the trunk"

Driver: "What? That's absurd, of course I have a license, it's in my wallet, you can check for your self". The officer removes the driver's wallet and sure enough finds a current driver's license.

Captain: "What about the gun"?

Driver: "What gun"?

Captain: "The gun in the glove compartment".

Driver: "I have no gun, I don't even own one".

Sure enough, there's no gun but there is a registration which matches the name on the driver's license.

Captain: "What about the body in the trunk"?

Driver: "Look, this is crazy! What body? What the heck is this all about anyway? Anyone who thinks you can fit a body in the trunk of a 911 is nuts"! .

The trunk is opened found to be empty. The SWAT Captain returns to the driver.

Captain: "I'm not sure I understand this situation myself. We got a radio report that you had no license, were driving a stolen car with a gun in the glove compartment and the body of your murder victim in the trunk. That's why my SWAT team is here".

Driver: "I see. And I suppose the same idiot also told you that I was speeding".

Bob
..did you see it coming?

When I heard that the September Driver Education event at Tremblant was cancelled, I decided that the only way to get more seat time was to bit the bullet and enroll in the three day Basi Racing School in St. Eustache.

In early August, I enrolled for the a three day school. I must admit that I really lucked out as the August 6, 7 and 8th session had only two other people enrolled. Talk about extra seat time!

way. In short, a first class operation that resulted in one of the most positive, exhilarating, fun and education experience I have ever had. It was an absolute blast.

Day 1

We were outfitted with racing suits and introduced to Philippe by Keith in the board room. Philippe explains about the formula 1600 cars. To make it clearer, the school has mounted a transmission

and differential on a stand to show the shifting mechanism. (no syncros and not spring loaded).

We then went out to the track and were fitted to our own car for the week. These cars are really cool. They weigh about 850 lb and have approximately 120 hp (great power to weight ratio) and big disk brakes that

stop on a dime. These cars come from England at a cost of about \$60 000 without an engine or wheels.

The entire first morning consisted of threshold braking while heel and toe downshifting. First gear has a very wide power band (more like second in a

Rennsport's Ralph Neuman, centre, poses with the 1600 car and instructor Philippe Letourneau at the Basi Auto Sport Racing school at St. Eustache, Quebec. all photos by Ulo Sepp

Before I talk about the actual course, let me say that the people involved in this school from Keith Blatz, the general manager to Philippe Letourneau, our instructor and the entire staff of mechanics and timers were wonderful, pleasant and professional in every

Boxster).

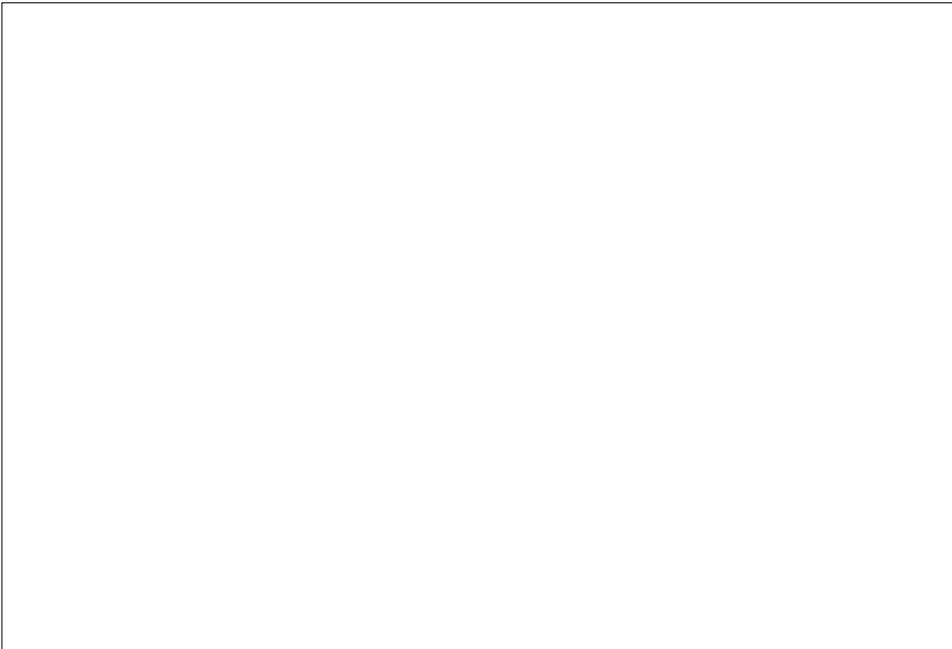
We broke for lunch at noon and returned to the track at 1:30. to work on on the next drill. This was a first gear exercise and the idea was to do a slalom course through the pylons as fast as possible. The chief instructor said,

“I don’t care how high you rev the engine. The drill is to get through without clipping the pylon, go as fast as you can. If you spin - both feet in.”

The most difficult thing was visualizing where your left rear wheel was in relation to the pylon.

Philippe showed us the race line in an Econoline Van with all of us on board. I thought the two guys in the back were going to get sick. The key thing that he was trying to show us was that it didn’t matter what you were driving and that racing is all about managing the weight of your vehicle.

The was the key all week; be smooth and manage the weight using vision skills. (Sounded very familiar to things we have hear over and over at Rennsport DEW’s)



We all clipped the cone with that wheel first. It was very different sitting in the middle of a car with as much on the left as the right. By the end of the session, we all understood what the car was capable of and how it handled.

Day 2

The geometry of the turn and the difference between the geometric apex in a turn and the racing apex were the topics of discussion for the one hour classroom session on the second day. Then it

was out to the track for the rest of the day. Since it was about 35°C for both the second and third day, it was important to stay focussed. Two hours of the 'S's and the carrousel with the double apex and with only three of us, Philippe could critique every run.

After lunch, it was the entire track with no passing. We lapped all afternoon, first behind the van to learn the line, then on our own until 4:00 p.m..

more experience, were added to the mix. What a trip with five cars passing anywhere on the straight. I must say that I really appreciated all the Rennsport DEW experience.

By the end of the day, I had completed over one hundred and twenty laps without incident.

The goal was to complete as many consecutive laps within the same time period. The last twelve laps were all completed with one second of one another, so I was very pleased to have met the target.

The whole group actually did very well and we all received our competition racing course certificate.

I have decided that I will go back to do the advanced course in the faster formula 2000 cars. Of the five from the last day, the only two that weren't sure that they would return, were the ones whose wives had given them the course as a birth-

Needless to say that driving these cars is very physically and mentally fatiguing, especially in the heat.

day gift.

Maybe they were hoping for an early Christmas!

Day 3

It's time to run the marathon! Seven full 16 lap races, full out, timed and critiqued. Two more drivers, from a previous school session, who need



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The One Lap Car

Marc has asked me to delve into the make up of my One Lap car and it's process of evolution. As Porsche owners, we all deal with the question of what to do to our cars to best met our needs and desires. For some of us this means washing the car and maintaining the stock level of trim. At the other end of the spectrum are those who prepare full race cars for track use only.

My focus for the car remained fairly consistent until 1996 when I discovered the One Lap of America. I ran the event that year in a 13 year old Honda Prelude with the idea of fulfilling a "once in a lifetime" opportunity. At that time, I didn't realize what life had in store for me and that I would find myself religiously competing in the event for the next five years. What I did



Gary and Patti Griffiths and their One Lap of America 911 which has been a wonderful mount for their cross country odysseys

For me this has been a constantly moving target. I purchased a basically stock 1975 911 Carrera in 1994. My original focus was to have a comfortable sports car to drive during the summer months. Membership in PCA brought with it the opportunity to participate in Drivers Ed events and rekindled my love for driving a high performance vehicle.

quickly realize was that a Porsche was an ideal vehicle to compete for top honours in the week long endurance race. With a number of daily races at seven tracks around the continental United States and overnight drives in the 1500 kilometer range, the ideal vehicle profile is one of powerful, light, reliable, and street legal while being reasonably com-

fortable for the long night commutes from track to track. Unfortunately, my idea of "reasonable" and that of Paddi differ somewhat. Discussions about "reasonable" will usually take place during our night drives in up state New York where the lack of a heating system becomes readily apparent.

"In order to finish first, one must first finish"

This has been the one overlying thought during the design and modification process of my 911. The idea of the car suffering a serious breakdown in such far away places as Texas or Arizona strike fear in my heart and I have never lost sight of the need for reliability above all else. Of

course, this has been made easier by the fact that Porsches are probably the most reliable high performance cars ever built.

Here is the formula that makes this 911 a consistent top finisher in the One Lap of America.

Engine

This car originally was delivered with a 2.7 liter 160 H.P. power plant. Since 1994, when purchased by me, it has evolved to a 3.0 liter 200 HP unit, then on to a 3.6 liter 270 HP engine and now is powered by a 3.3 liter turbocharged plant of approximately 375 HP. In order to increase output from the stock 300 HP that the engine originally produced, the turbo was upgraded to a K27, a B&B exhaust system was installed and camshafts were changed to stock 964. To retain durability, Raceware rod bolts and headstuds were fitted. To reduce the chance of detonation the engine was modified to accept twin spark plugs and a larger intercooler was installed.

Stock CIS injection, pistons, cylinders, connecting rods, heads, etc. have been retained. Turbo charger boost has been kept to the stock .8 bar (10 lbs.) setting.

Transmission

A stock 1984 915 gearbox with limited slip differential currently resides in the car. The original '75 transmission was swapped out in favour of the '84 unit in search of its more durable aluminum construction. The earlier '75 unit had a lighter but less robust magnesium case. The 915 transmission is proving to be the weak link in the current car. The transmission was originally designed to handle 140 HP engines back in the early seventies. Despite changes to reinforce

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the 915 to handle the 214 HP 3.2 liter engine in 1984, I don't believe that the designing Porsche engineers, in their wildest dreams, expected the stock gearbox to support a 375 HP engine. It is incredible that it took three years of abuse before letting go at a DEW last

a stock turbo setup. The car was predictable, well balanced and seemed to cling tenaciously despite bumps and cracks in the pavement. To me, it is the best set up for a car running on street tires. My overly stiff, rebushed car is noisy, unforgiving and unpredictable.



Yes, we know it's blurred, but hey, this is the way a race car should look like and besides its a great photo. Just make appropriate noises!

year. The plan is to install either a proper turbo gearbox or perform a G50 conversion next year.

Suspension

The stock 18mm and 23mm torsion bars were changed for 21mm front and 29mm rear units. Sway bars are now adjustable 22mm units at both front and rear. I also swapped out the rubber suspension arm bushings for the harder, delrin plastic after market replacements. In all honesty, the best handling pre-1989 911 I have ever driven was on

Perhaps stickier tires could take advantage of the stiff setup but for hard street compounds, I recommend a softer package.

Brakes

I elected for a 1992 Turbo setup. While I am dismayed by the unsprung weight of the turbo rotors, I have to admire the anti fade characteristics and the efficiency with which the system scrubs off speed. My big concern at this time is dealing with the front to rear bias. As the car has evolved, the weight balance

has shifted rearward. Weight has been removed in the trunk and passenger compartments while a marked increase is apparent in the rear with the addition of a turbo and intercooler. Since Porsche fixed brake bias by sizing the calipers to the stock automobile, I find the car greatly lacking in rear braking. I hope to eventually install a twin master cylinder setup with adjustable balance bar or change to larger rear calipers to take advantage of all the weight on the rear wheels.

Bodywork

Every Porsche aficionado has their preferred model. I am a fan of the 1994 RSR and chose that direction when I rebuilt the car in 1995. The C2 turbo bodywork and GT2 tail form the basis of the RSR look as from the belt line up, the 911 changed little from the 60's to 1995. The stock sport seats were removed in favour of a pair of Recaro SPG racing seats with a subsequent 75-lbs. weight reduction. The car weighs in at 2500 lbs.

Tires

The car sits on a set of Michelin Pilot Sports with a tread wear rating of 220. The One Lap organizers mandate these tires, as they are series sponsors. They suit the series well as they have good dry and wet weather performance while wearing extremely well. I ran the 2000 and 2001 One Lap of America on the same set of tires as well as participating in a number of DEW's and driving the car on the street through the summers. I am an avid fan of using street tires at our Driver Education events as they allow us to put to practice what we drive on the street whereas an artificially sticky "R" compound can give us a false sense of security.

Being able to drive and compete in a Porsche 911 is both an honour and a treat.

The fact that an automobile that was designed back in the sixties can still compete successfully at such a high level never ceases to amaze me. At this years One Lap, the organizers decided to add an additional race on the last day of competition at Watkins Glen N.Y.. The top competitors tried to organize a boycott of the additional event as many of the cars were suffering following the week's competition. I had to look everyone in the eye and give my apologies for not joining the boycott. My only explanation to them was that.

"This is one of the reasons that I drive a Porsche. It runs better with every event and I'm sitting back waiting for you guys to break."

Geoffrey Goddard 1945 - 2001

As I edit this issue on August 15, some of us have just returned from a simple, but moving service to commemorate the life of Rennsport member, Geoff Goddard.

Geoff was a man who managed to accomplish a considerable amount in the fifty five years that he was on this earth and a passion for Porsches and motorsport was only one facet of this soft spoken, multi dimensional gentleman.

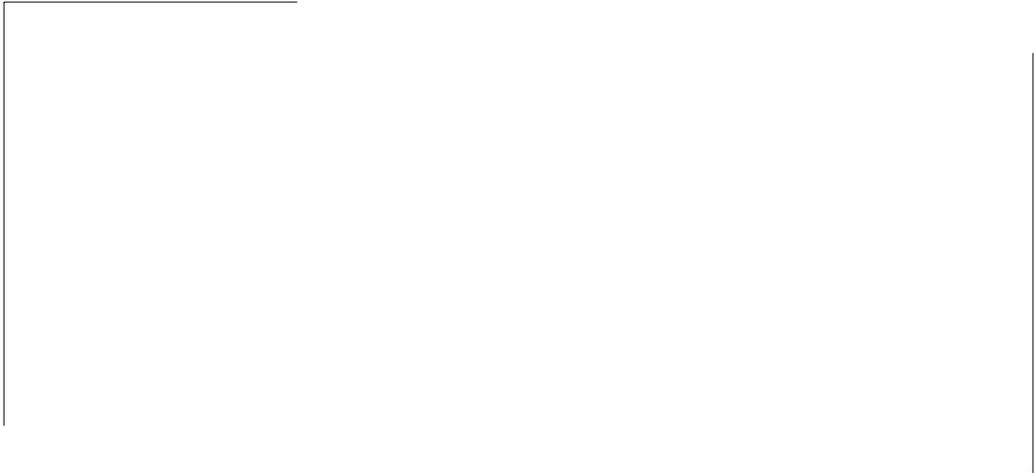
To Lynda, Geoff's wife and their children, Morgan and Lisa, we want you to know that you are in our thoughts. To Geoff, on behalf of all of us who shared those weekends with you at Tremblant race course, I thank you for being our friend.



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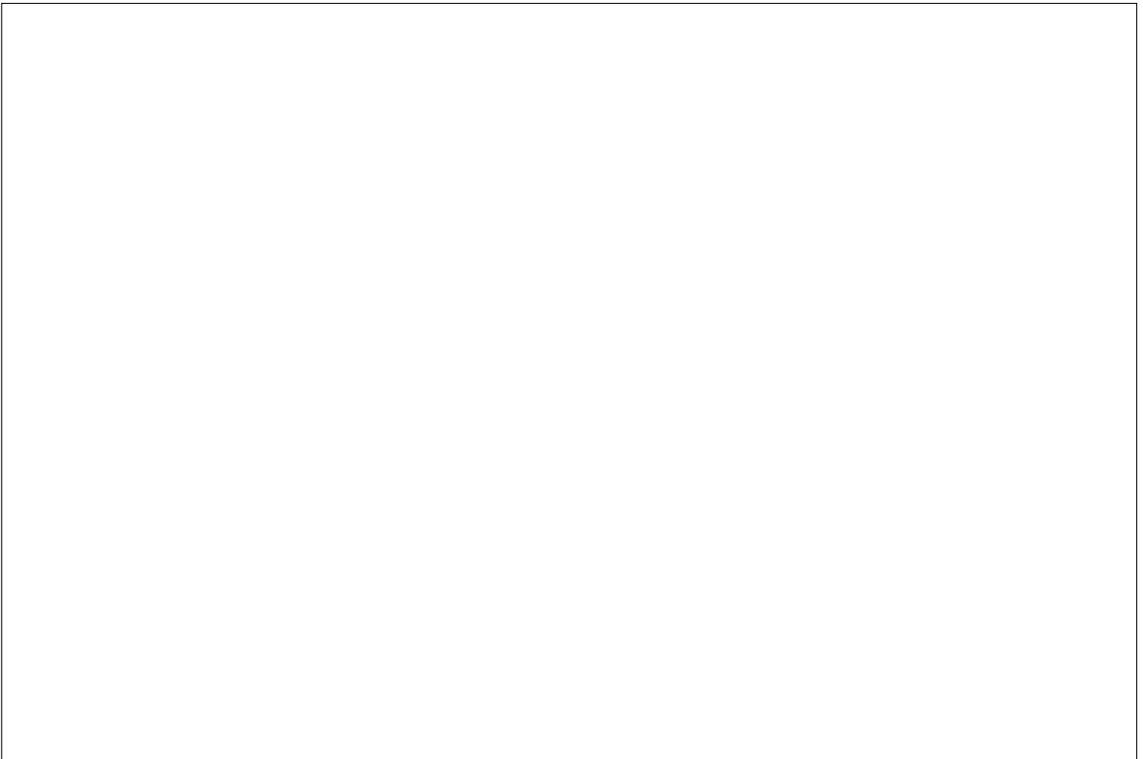


The Durie Coffee Run

Paul Brassard

On a wonderful Saturday morning in July, 17 beautiful Porsches of all kinds showed up at Starbucks Coffee Shop on Bank street. Our Coffee Run has become a regular monthly event. This one, however, attracted a lot of attention from our members since it was scheduled to be our "Coffee Run at the Durie Summer Home" special run.

entire trip. Effective communication between myself (lead car), Paul Racine (mid pack) and Phil and Jan Tughan (tail car) using 2 way radios was essential with such a big group. I would encourage anybody wanting to join us to buy one for themselves in order to contribute to their enjoyment of the runs (although it is not essential to join



Not a bad looking front yard. The Duries are on a small bay just of the mighty Ottawa River. all photos by Alex and Tina Moore

A record setting 17 cars were joining us for the a greart country side drive that would bring us to Arnprior at exactly 11:00 a.m. The run itself was really enjoyable and we even managed to keep all the cars together for the

us).....you can always contact me for details if you would like.

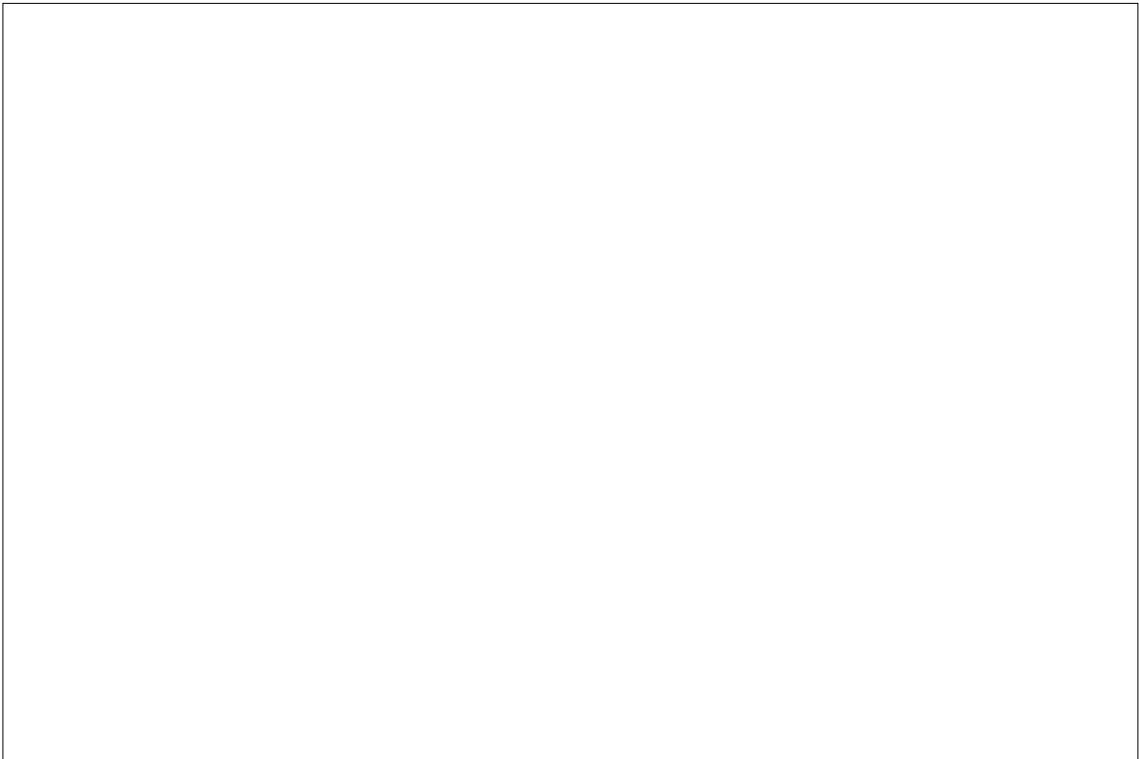
Shortly after we arrived at Arnprior, our host, Mike Durie and daughter Amy met us in the Canadian Tire parking lot, in their beautiful midnight blue

996. They were to lead us the rest of the way to their incredible summer home in Sand Bay near Shawville (they call it their "cottage", but you should see the ensuite bathroom/"a games room") that Patty just had built for the master bedroom. Remember the roman baths?

In any case, once we got there, we

Those desserts are Patty's specialties, and boy, you have not had real desserts until you've had one of hers, especially the carrot cake (my personal favorite).

All in all, the Durie's sure know how to make people feel at home and I would like to thank them immensely for another memorable "Durie Coffee Run". Many thanks also to all those



Mike is in charge of the BBQ, but Patty is "le chef de le mission"

were treated like kings and queens to a wonderful lunch. Sausage, burgers, all kinds of salads, chips, dips, and everything that comes with it, soft drinks, and then....desserts!

who also chipped in to help the Durie's and myself (for the run part), and I hope to see you all at the next run.

En ce beau matin du samedi 14 juillet 2001, 17 superbes Porsches de tous les modeles se sont rendues au Starbucks Coffee Shop de la rue Bank a Ottawa, comme on le fait a chaque mois pour nos desormais celebres "Coffee Runs" ou "Cafe & Randonee".

Celle-ci cependant, a attire beaucoup plus l'attention de nos membres qu'a l'habitude parce qu'elle etait une randonnee tres speciale: "La randonnee a la residence d'ete des Durie". Et elle fut effectivement tres speciale. Mis a part les 17 voitures (un record) qui se sont jointent a nous, la randonnee elle-meme fut des plus agreable, les routes

choisies nous offraient un paysage rural fantastique et une bonne combinaison de courbes pour plaire a tous, et de plus, les 17 voitures sont restees ensemble pendant tout le trajet, donc chapeau a tous.

Nous sommes arrives dans le stationnement du Canadian Tire d'Arnrior a 11:00 pile, comme prevu. La communication radio entre les voitures a grandement contribue au succes de cette randonnee, et le tout aurait ete tres difficile a controler sans elle.

La collaboration et la communication de la voiture de tete (moi-meme), celle de milieu de groupe (Paul Racine) et celle de la queue (Phil et Jan Tughan) etait essentielle a ce controle.

J'encourage meme tous ceux et celles qui planifieraient de se joindre a nous a se procurer une de ces radios 2 vois (malgre que ce n'est pas essentiel pour participer).....vous pouvez communiquer avec moi pour les details si vous le desirez.

Après la randonnee, Mike Durie et sa fille Amy nous ont rencontres dans le stationnement du Canadian Tire d'Arnrior a bord de leur superbe 996 bleu royale, pour nous mener pour le reste du trajet vers leur impressionnante residence d'ete dans la Baie des Sables pres de Shawville (fait cocasse, les Durie utilisent le terme "chalet" pour cet endroit, mais vous devriez voir l'endroit et la nouvelle salle de bains/"jeux" des maitres que Patty a tout recemment amene.....c'est de toute beaute! Vous avez deja vu les celebres "Bains Romains"???)

Alors, une fois arrives, nous avons ete traites en rois et reines encore une fois, et de plus, le brunch etait tout simplement fantastique. Saucisses, hamburger-

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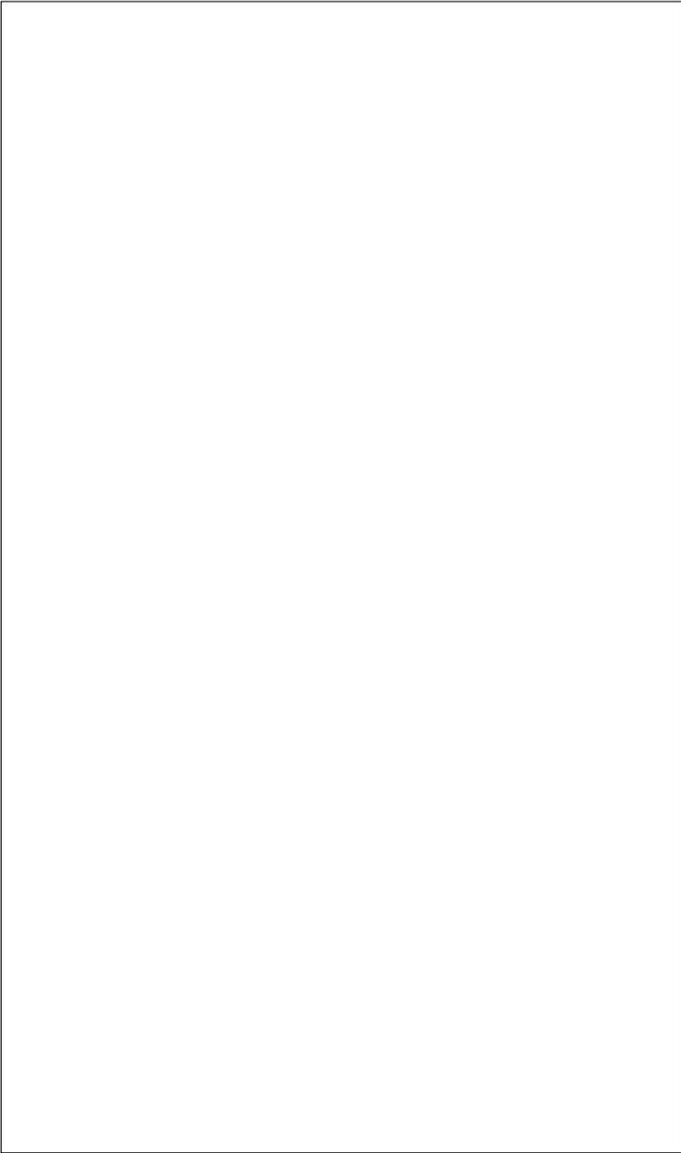
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ers, salades de toutes sortes, chips, trempetes et tout ce qui s'y rattache, boissons gazeuses, etc.....en comme piece de resistance: les desserts. Les desserts sont en fait la specialite de Patty, et croyez-moi, vous n'avez pas eu de vrais desserts avant d'avoir goute a ceux de Patty, et specialement son gateau aux carottes (mon favoris personel).....nous avons donc eu un apres-midi du tonnerre, et peu a peu, les gens comencaient a partir en petits convois pour retourner a la maison.

En retrospective, les Durie savent definitivement comment recevoir les gens en les mettant tres a l'aise des leur arrivee, et j'aimerais prendre cette occasion pour les remercier grandement pour un autre memorable "Durie Coffee Run".

Mille merci egalement a tous ceux qui ont contribue a aider les Durie et moi-meme (pour la bablade), et j'espere tous vous revoir lors de notre prochaine balade.



Two way radios make it easier to keep the convoy together



I'm back! In case you hadn't noticed, my column was absent from last month's magazine. Due to a business conflict, I was required to travel, and I was not able to make the monthly jaunt to Hawkesbury.

The good news is that at the July Driver Education event at Mt Tremblant, I had a chance to speak to many of you and I learned that some of you actually read (and dare I say

Anyway, enough about me, on with the show, and the details of the July executive meeting.

Arrival in Hawkesbury was uneventful and thanks to the fact that Rob, Paul, Marc, and I shared a ride together, there was much lively talk about all things Porsche on the way down.

The meeting opened as usual with a review of the agenda items and To-Do lists from last month.

Once that was completed, talk immediately turned towards the forced cancellation of our September Track event and how that would impact our finances. Our treasurer Nicole laid it all on the line in her report, and although we will have to refund money (and package deals adjusted), the cancellation of this sold out event does not pose any monetary issues or risks for the club.

It is a very disappointing turn of events though for the drivers and people that had signed

up; especially since the new track is absolutely stunning to drive on and we all want as much track time there as we can get.

Next up, Bob Rouleau presented a very extensive Driving Event Chair

enjoy) my column! Very cool, this gives me the warm and fuzzies and makes my monthly trip to Hawkesbury worth it! Now if only I could get my editor to give me an extension on my column deadlines I would be a very happy camper indeed!

Eric Le Sec on highway 401 heading for Shannonville. Check out the cool vanity plate. photo Rob Martin

report with some important changes for track events (it was a great discussion, but I had to type like mad at the meeting just to keep up with all the good info). Here are the important points:

Beginning at the August DEW, Passing zones have been revised for all run groups. Without going into specifics, there are a few new areas added, and due to this, we will now be using both the traditional “over the top” right passing signals and in some areas we will now be using the new “straight out” left passing signal. The red run group will now be reserved exclusively for RSR instructors and instructors from other clubs that have a student on that weekend.

The next notable change approved by the executive however deals specifically with Boxster and 996 Cabriolet roll bar issues.

Many PCA regions are apparently no longer requiring the “broom stick test” or extra roll bars for these cars. There are a few different reasons for this, but the most notable one is the fact that data shows these cars are safe in rollovers without the extra roll hoops.

Rennsport region will now also drop the mandatory “broom stick test” for Boxsters and 996 Cabriolets, but in the interests of safety will continue to recommend it to our members.

Next up, Bob discussed the proposed new Pit in / Pit out procedures. Starting at the August event, we will be using a “hot pit” i.e. there will now be no stopping at the end of the pit lane for cars to be flagged out. Instead, the white warning flag will be given to drivers on track, and entering drivers

will be expected to stay safe and adhere to the yellow pit out line. Drivers on track will not be allowed to cross the yellow pit out blend line without a penalty being assessed.

After Bob had concluded his report and the other directors gave brief updates, we launched into new business. Again, the discussions were lively, the proposals were flying faster than F18's, and yours truly (The Sec) had my hands full of keyboard just trying to keep track of everything and get it all down for the minutes.

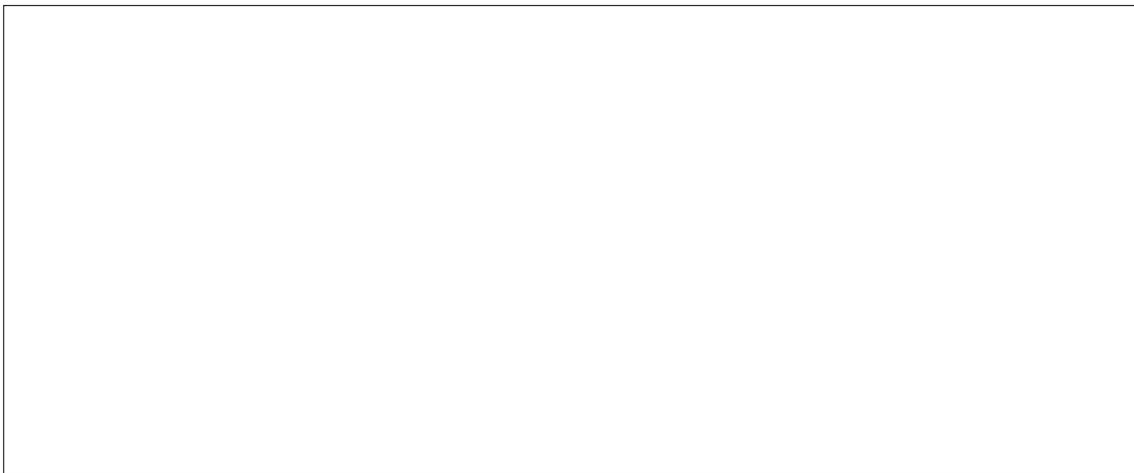
Most of the discussions were centered around administrative items, so here is a two second recap: We will have new Rennsport banners to be used at club events, we will have a new digital camera to help coverage of club events in the Montreal area, we will have a small storage spot at the track for necessary DEW materials, and we will have new communication equipment for the gate and DEW administrative staff to be able to do their work more effectively.

By the way, Michel G. set the record for the greatest numbers of proposals in one evening, but that's another story!

Well, since I will get my column cut back by the editor if I don't wrap this up, let me finish by saying two things.

First off, please see Bob Rouleau's column this month regarding new tech inspection procedures for track events, and secondly, come out to an event or monthly dinner and check out the new goodie store. Paul Racine has done a wonderful job of getting some fresh new items for the store that I know you will be excited about!

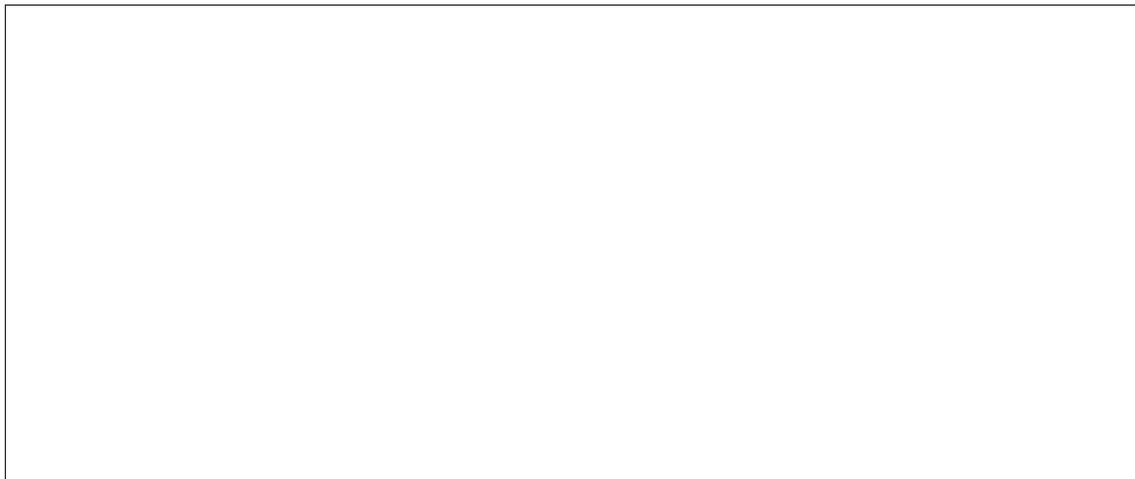
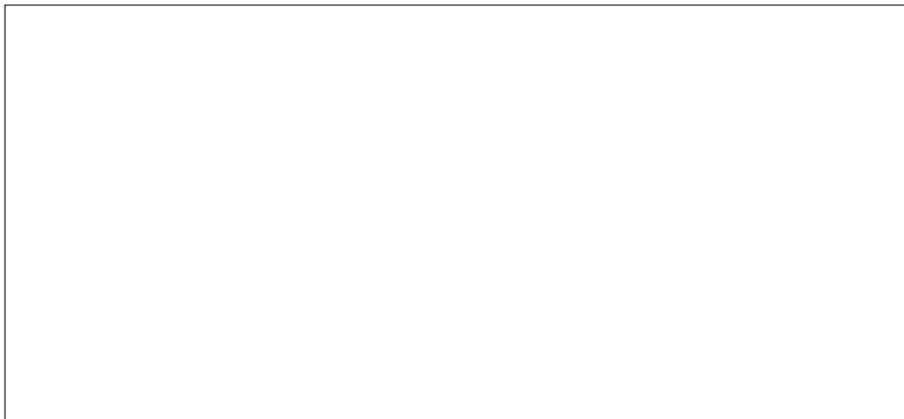
Driver Ed Photo Essay



*Above: Tech line at Watkins
Glen: I-r Rennsport's Rob
Martin, Tim Laing, Stacey
Janes, Patrick Tan and Geoff
Norman*

*Right: The Glen again and
Marc Belanger is on the hook.
Marc brakes a throttle rod and
gets a free ride back to his pit*

*Below: First event at the new
Tremblant. One of our first
staging areas was beside
Corner ten at the end of the
back straight.*



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Rob Martin

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

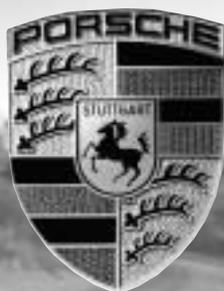
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