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**Porsche 959**, 1:18 scale collectors model, metallic white with burgundy interior and trademark 959 triple-stripe on seats. Brand new in original box, discontinued years ago. This is serial no. 0001 so it is ultra-rare. \$250. Kevin. 254-5178

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**Christophorous** April 1986 thru September 2005, issues 199 thru 315, 108 issues (missing 9) \$50

**Excellence** January 1987 thru September 2005 All of issues, 1 thru 140 \$100

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*To advertise here contact [newsletter@redriverpca.org](mailto:newsletter@redriverpca.org) If you are a Member, you can advertise Porsches and car-stuff free. Don't forget CARS WANTED and ITEMS WANTED are topics you might want to post in.*

**Except for otherwise-attributed material, all photos and text in this issue produced by V. Poirier & D. Grant. I hope you enjoyed them. Views expressed are those of the authors, not PCA or Red River Region. Member contributions are most welcome for next time!**

**David Grant, Editor**

**40**

# Red River Ramblings



## ENTHUSIAST OF THE YEAR

PCA PRESIDENT PRESCOTT KELLY AND JAN MAYO  
AWARD TROPHIES TO DAVID GRANT

2008 July 8 Volume VIII Issue 7

## Red River Region Executive

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Vice President  
Lloyd Richardson



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Safety Chair  
Chief of Autocross Timing  
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Membership  
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President @redriverpca.org



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Autocross/Rally Chair  
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## CLASSIFIED ADS

**CARS FOR SALE: 1987 944S** Black/black 16x8" C4rims; 5 speed;16 valve 188 hp engine; power leather seats; CD stereo; Power everything (?). Factory tool kit, jack, spare etc. Up to 1000 km on an 80 L tankful! No rust ever (all galvanized steel) Valid safety inspection; a joy to drive **\$7000** or offer David at 917guy@gmail.com

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## PARTS & ACCESSORIES

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**Porsche Equipment TrafficPro** satellite navigation system for the 993, 996 and 986 Boxster (1995-2002). Brand new item in the box with navigation CD's and GPS antenna. This is a plug and play with removal of factory radio unit and use of all existing connectors. Route guidance information is delivered visually on the dot-matrix display as well as in the form of voice output via the standard audio speakers. This unit triples as a radio/CD/Navigation system. Long since discontinued, dealer list was: \$1,421.33 USD. Porsche part #: 000-044-900-78. Now only \$599 which is competitive with high end aftermarket units which stick to the windshield. This one fits where it belongs and is OEM. **Call Kevin @ 254-5178 or email: [porscheclub@mac.com](mailto:porscheclub@mac.com)**

**Porsche 928 rear bumper lettering.** Each large letter (P-O-R-S-C-H-E) fits into the embossed script lettering in the bumper as if it were a factory original. This ALL-WEATHER designer set comes in two different colors to match almost any color bumper. Silver or black. Adds an OEM look you see in newer car models today. Photos available upon request. \$50. [porscheclub@mac.com](mailto:porscheclub@mac.com). Kevin. 254-5178.

**Porsche Silver and Gold Crests.** Brand new. For use on steering wheel, dash, door sill, side fender, center cap on wheel . 1/3rd the cost of new from Porsche. \$30 each. Contact Kevin @ 254-5178

or email: [porscheclub@mac.com](mailto:porscheclub@mac.com)

## High Speed Letter Sorting

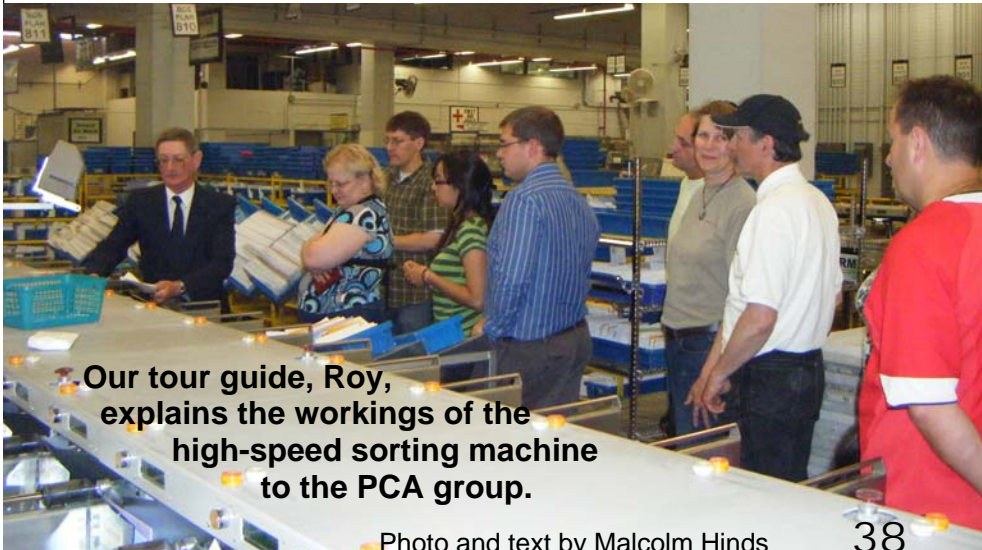
In mid-June, fourteen Red River Region PCA members, family, and friends were provided with a tour of Winnipeg's main, Canada Post letter sorting facility, located on Graham in the downtown area of the city. Our extremely knowledgeable "tour-guide" was Roy, now retired, but a veteran of 30 years at the facility.

Since our tour was arranged for the evening, it was "rush hour" at the facility as all the letter mail collected from the mailboxes after 5 o'clock arrived. Roy escorted through the events in the sequence a letter would see them. First the letters are stacked into a machine which, sensing the position of the attached stamp directs each letter into one of four new stacks each with stamps all in the same orientation. These batches are then manually re-stacked and combined so that all stamps are in the same corner and facing the same way. These batches are then stacked onto one of three machines that are capable of handling 30,000 letters per hour. The machines read the street address, city, and postal code, eventually imprinting a bar code on the envelope with all this data in a computer readable form. Letter mail for delivery in the City of Winnipeg is further sorted, by machine, according to the depot to which it is to be sent for delivery. The target for letter mail delivery in Winnipeg is 2 days.

As you may imagine, there are 101 variations of what can go wrong, or places that the mail is destined for. The system takes care of all of this, but I am not going to try to explain them all here. You will just have to come along and see for yourself, if we ever hold the tour again.

As is now customary, and as a token of the Club's appreciation, Roy was presented with a Porsche Design coffee mug.

The next visit in the series will be a tour of the Manitoba Hydro Testing Facility on Wednesday, July 9th. Watch your e-mail for details. This will be the last visit in this program before putting it on hold for the summer. If you have any ideas for the fall program, please let me know.



Our tour guide, Roy, explains the workings of the high-speed sorting machine to the PCA group.

Photo and text by Malcolm Hinds

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## **RED RIVER REGION CALENDAR of LOCAL EVENTS**

<b>Day Date</b>	<b>Event</b>	<b>Contact</b>
Sa August 9	Pool Party	Malcolm
We August 13	Drive to Lockport See P.6	Tobias
Su August 17	Picnic and car show See P.13	Vicki
Su August	Scavenger Hunt	Malcolm
Sa September	Train Trip / Fall Colour Tour ? See P.13	Vicki
Sa December 13	Christmas Party venue TBA	Tobias

**For questions about any event in this calendar, please email  
events@redriverpca.org**

**Note that all the Contact folk above appear on Page 2.**

## **NEARBY 2008 CAR EVENTS**

**Pick any of these, for a great weekend get-away.  
The events in MN and MB all include free camping.**

July 17,18,19,20	Vintage Races at Road America
July 25, 26 and 27	PCA CLUB RACE at BIR
August 23-24	WSCC Vintage Racing at Gimli
September 20-21	WSCC racing at Gimli
September 26, 27, 28	PCA-NS Last Fling DE at BIR

**SEE THE PCA WEBSITE FOR EVENTS FURTHER AFIELD  
CONTACT INFORMATION ON ANY OUT OF TOWN PCA EVENT  
www.pca.org**

As you plan a vacation or a business trip,  
look for a local PCA event there before you leave.

**IT IS ALL THE SAME CLUB; FEEL FREE TO SAY HI & JOIN IN**

**NATIONAL PERFORMANCE RALLY  
BEMIDJI MN AUGUST 22-23  
ONLY 2 HRS EAST OF GRAND FORKS.**

See Page 18

## **Father's Day at Springs Church**

For the past three years, Springs Church has allowed your club to use one of their parking lots for autocross events when it is otherwise not being used. They also put on a special display of cars and motorcycles on Father's Day in honour of the Dads in the congregation. So, once again this year, a few of our members brought out their shiny Porsches to add to the auto display.

Participants this year were Ward with his 1995 Carrera 4, Bob S. with his (movie star) 1976 911S, Lloyd with his 1987 944 and Malcolm with his 1999 Boxster. Adding to the display, Nick from Auto Haus brought a 2008 Carrera Cabriolet.

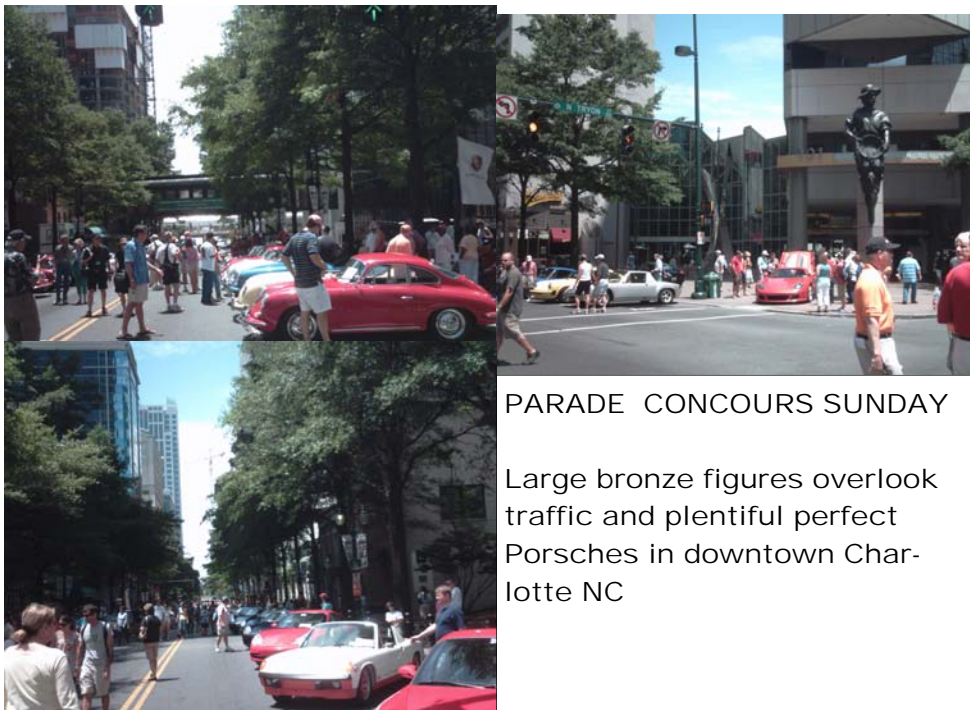
This is our way of paying Springs Church back for their generosity to your club.

**Malcolm Hinds**



Porsches on display on Fathers Day

Malcolm Hinds photo



**PARADE CONCOURS SUNDAY**

Large bronze figures overlook traffic and plentiful perfect Porsches in downtown Charlotte NC

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## President's Column July 2008

I'd like to start with some wonderful news. Our David Grant has been named "Enthusiast of the Year 2007" and was presented the Lazar-Blanchard Memorial Trophy on June 30, 2008 at the Porsche Parade awards banquet in Charlotte, North Carolina.

I've been a member of the PCA since April 2002. Since I met David, he was always active with the PCA, organizing many events for our region. In the past six years that I've known him, he has put countless hours into TSD rallies and autocross events for us to enjoy. David is a perfect example of a volunteer that is always willing to go that extra mile or take on that extra task. We are very lucky to have him in our Region.

I would like to congratulate David for receiving such a prestigious award.

Last week, we met for our July meeting outside the Royal Canadian Mint. Starting in August, we will return to our Grapes' Leon's Centre meeting location. The drive to A&W was a lot of fun with a very strong turn out, and as such we are planning another evening drive for August 13<sup>th</sup>. On August 13<sup>th</sup>, we will drive out to Half Moon in Lockport. A meeting location has yet to be set. Please check our website for details, or you may email or phone me for updates. My contact info is on page 2 of the newsletter.

Enjoy July!

**Tobias Theobald**

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## Canada Day Outing

The day was slow getting started with only two people, Ray and Juliette showing up at the zoo for the arranged event, plus yours truly, standing in for Vicki, the organizer. After allowing 15 minutes for late arrivals we started on our tour of the zoo on a sunny pleasant morning. At 11.10 a.m. we approached the zoo exit only to be confronted by Brad & Darren Kirkwood of the WSCC who advised that they were part of our event. So, off to the parking lot and form up as a convoy of three cars. Destination: The Royal Mint!

Shortly after heading east on Grant, I became aware that a black 911 Turbo had joined our "Porches Convoy". A short pit stop in Corydon Village, and a chat, and we learned that this was a wannabe PCA member. At the Mint, Joe and Sarah joined the group as we settled down under the tent to enjoy the entertainment. A couple of people set out to look for the food supply, while I got on with getting our Turbo couple, Lloyd and Sharon, signed up for PCA membership.

With the food source found (Danny's Whole Hog stand), and being joined by Suzanne, Lloyd and Yvonne, we settled in to a filling meal and a bunch of Porsche conversation. By mid-afternoon, and following a self-tour of the Mint, the group broke up and went their separate ways. All had a good time.

Malcolm Hinds



At the Royal Mint, L to R: Malcolm, Brad, Darren, Sarah, Ray, Juliette, Sharon, Lloyd, and Joe (behind the camera) Joe Nowicky 34

## Editor's Column

Well it was great to be back home last week. Lots to do. We did so much stuff while we were away... we were quite tired when we got back. I must apologize for this issue being so late. Stuff kept coming in, and, honestly, so many other tasks came up. Anyway it is over its 40 page maximum, and anything else that comes in will go in our next one, in early August.

As always, if you could just take a few minutes to type out some notes on your latest trip, car repair adventure, or whatever, please send it in. We are lucky to have had so much really good content in the past year.

We got our results from PCA's newsletter contest. We were 34th nationally, out of 139. Not bad for a small Region, but I am aiming much higher. If we can lead our size range, I would be most pleased.

It has been fun writing much of the text of this issue. Please keep in mind that all that fun stuff you do this summer would look good in print right here.

If you worry about global warming, remember that combining trips in your Porsche, and walking and bicycling will save more fuel than any hybrid vehicle on the planet.

If you have ever wanted to write or email a member who shares the same model of Porsche you are enthused about: let us know. We will consider putting you in touch with any member who will list the models that are of particular interest. You need not already own this model.

I was bidding on a 1982 911 last week. I noticed a fellow Red River Region member was my only competitor. The price had already moved up from 'amazing bargain' to 'darned good price' range. A moral dilemma... should I win the auction at any cost, and put more money into MPI's pockets, or bail?

Thanks to all of you who have been a part of our summer events. Enjoy your summer! David

**TOLERANCE** When I have been a part of road racing events, I have often heard comments not in favour of other forms of motorsports. "Autocrossing is not racing" ... "drifting is silly" and so on. Perhaps it is time for those of us deeply involved in one form of motorsports to be more tolerant of others. Guys who get excited about autocross like to call that racing. Guys who drag race 100 hp econo-boxes may believe rationalizations of why that is better than top-fuel. It is all fun and exciting and thus very good.

To the extent that we can accept what our fellow racing enthusiasts do, we help all motorsports.

David

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## WHY FLAG?

I have been an avid flagger for 40 years. I initially did this because I loved racing, and could not afford to be a racer or spectator. Feeling I belonged to a recognized community made this a habit that pervaded my life.

In those years, road racing, both amateur and pro supported volunteer communities. 35+ years ago, open track days were staffed by the participants themselves. No money changed hands. Pro races offered a bag lunch—no more.

Fast forward a few decades... and we find that it is not only PCA that holds events that require trained staff. Across North America, road racing tracks are in use every weekend, and most weekdays, by corporate and car-club clients. The pool from which these much-needed safety people are drawn was once filled by the local amateur road-racing community. Now most track-side safety folk have not come from the recognized SCCA / CASC FIA training ground. This has created a qualification credibility problem.

Economics. In the old days, being a flagger was a fun way to be part of racing. It cost time and travel money. Being a part of a race was always enough motivation. If you drove in a Solo I event, you expected to help out. If you were a trained flagger, you had substantial disdain for track-day guys. Staffing a corner while a handful of novices circulate a racetrack carefully in boring cars... this was not very motivating to a flagger, spoiled by hundreds of hours of CANAM or formula car action. Track-day organizers were then faced with the need to meet staffing skills requirements. They had a pot of money, so paying expense money to volunteers was an obvious solution. For a regular flagger, such track days were tempting, but hardly profitable. If you had to take a day off work, and get to the track, the \$20 in travel money did not go far. Even the modern rate of \$50 to \$80 a day works nets you less than cutting grass for your neighbours, and a small fraction a minimum wage job. There is pressure for me to work extra hours at my job. In 3 such hours, I net more than I would after a full weekend of flagging with the richest travel-expense track position. I do not flag for the money.

This has resulted in an unsupportable dichotomy. Those who have no source of income may be there for the money. Those who have good jobs, heavily subsidize any track day they attend. If the organizer allows a dual track entry to its volunteer pool, two problems can arise. One is that those in it for the money can get jealous of newcomers. The other is that those who flag to SCCA National License standards may be appalled by lower standards they might find.

I have found that amateur flagging is pretty much as it always was. New volunteers are welcomed; fellowship and lunch are the only rewards. At many tracks, the expense-paid positions are guarded jealously. Even if a visiting volunteer wants to apply their skills for no expense money, they are denied. This is the case at a number of tracks that PCA uses, such as Putnam Park IN, Gingerman MI, Laguna Seca CA. Since a few more staff is always a good thing, there has to be a reason. While the initial excuse may be to maintain high standards, this really does not wash. If big pro races will always add anyone, even a novice, to a





## HISTORIC PORSCHE DISPLAY, CHARLOTTE 2008, highlights

More than 50 of the best Porsches at the event were on display for 2 days in the Charlotte Convention Center. Here are a few of my favourites.



32

150 person roster, then there is little reason to turn away experienced staff from a 20 person PCA Club Race roster. Doing so to cover-up problems is dangerous.

I have heard the same issue raised by SCCA flagging chiefs. They deplore the fact that other track renting entities compete for trained staff, while not having the kind of training and evaluation that has always been a part of most FIA roadracing.

This issue has resulted in non-SCCA events being run to such low standards that SFR SCCA, for one, has withdrawn from all but SCCA events. Note that AMA has built their own list of qualified flaggers. If you are not on the list, you are not qualified to flag for AMA. I believe it is time for PCA to adopt such a program. Perhaps those licensed by SCCA, WCMA, CASC, and perhaps AMA could be added to such a PCA-F&C list. Until volunteers are qualified, should PCA driver's be dependent on their training and planning? Just because a track offers a team of 'flaggers' does not mean they are qualified.

Since this is an issue in other circles, should it not be addressed by PCA? I have heard at least 3 Club Race Chairs say that PCA has no say in staffing choices or standards. That cannot 'rest-well' with our risk folk.

David



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## TECHNICAL HINTS:

1. I recently discovered that when the factory attached some interior panels 20 years ago, they did not put the screws in straight. Not a big deal until you try to remove them. If you cannot find the head of the screw, you cannot remove it. I checked 4 screws atop A-pillar top pads. All were about a cm off the mark. They were hidden in the foam overlay. Some assembler was consistent, but wrong. If you cannot find a screw head, fish around for it. If you do not harm the surface that shows, all will be fine, even if you are aggressive.

2. If you catch rocks with your Bosch driving or fog lamps, you will be in for a shock too. So many of us want to replace them that even used ones are pricy. I tried a novel approach on Vicki's 944S. I removed all the broken glass lens, and made a flat piece of 1/8" sheet polycarbonate to fit. A narrow bead of black silicone caulk, and the lights look perfect. Of course the wide 'fog' pattern is gone, and they are now narrow pattern driving lights, but we are fine with that, and we will never have broken lamps on the car again. Lexan is very rock-resistant compared to glass. See photos on pages 30 and 31.

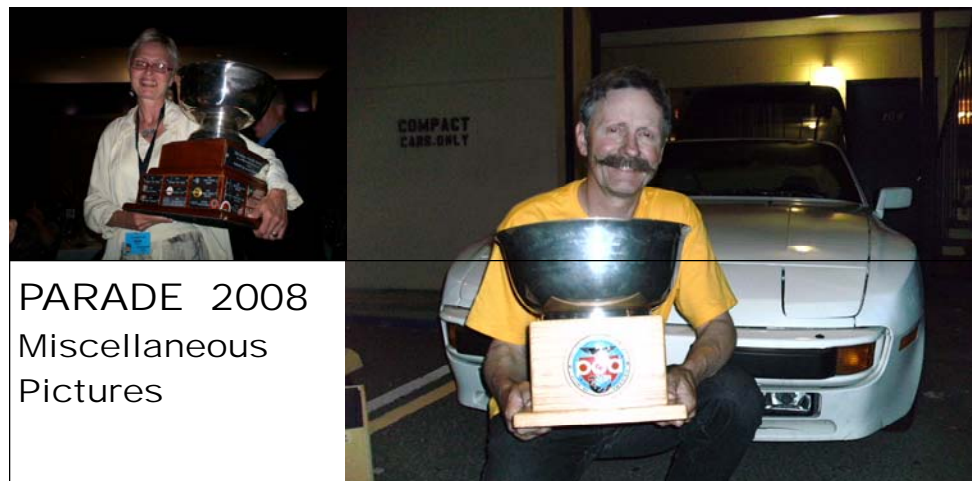
3. If any of you are about to install a transmission on an older car (Porsche or VW up to late 70s?) and you have lost your input shaft alignment tool, you have a few choices. You can use any VW or early Porsche transmission input shaft that has been removed from its housing. You can use a freshly turned metal shaft, fitted to the pilot bearing ID and the proximate ID of the friction plate splines. You also have another choice if you have an early 911 engine in bits. If you stack the tapered end cap, small end out, on the end of the rocker arm shaft, they are a perfect alignment tool.

4. If you are painting your headers with high temp paint, they recommend an hour of air dry then baking. You can use an oven. It will stink up the house, so if you have a family / wife, this may be an issue. I have successfully used a paint stripper gun, clamped in a vice, pointed upward. I put each of the exhaust flanges over the gun's output port, for about a minute. I alternate ports until they are all hot. You will need to plug the header outlet with a rag so the hot air goes back through the other ports. I also hang the headers above the gun, so the collector gets very hot. You cannot use an IR temp indicator, unless you have chosen black header paint. Fresh silver has so low an emissivity that it registers too low to be of use. If you heat the whole unit for 8 minutes and let it cool for 15 minutes, in about 3 cycles, it will be fairly well cured.

5. If you decide to seal your exhaust system parts with silicone caulk, remember it has to cure fully before you make it hot. Your exhaust is not too hot for cured silicone. We used some on the IMSA race car many years ago and were reminded it is flammable when 'wet'. Also remember to use only sensor-safe silicone upstream of any O2 sensor.

David

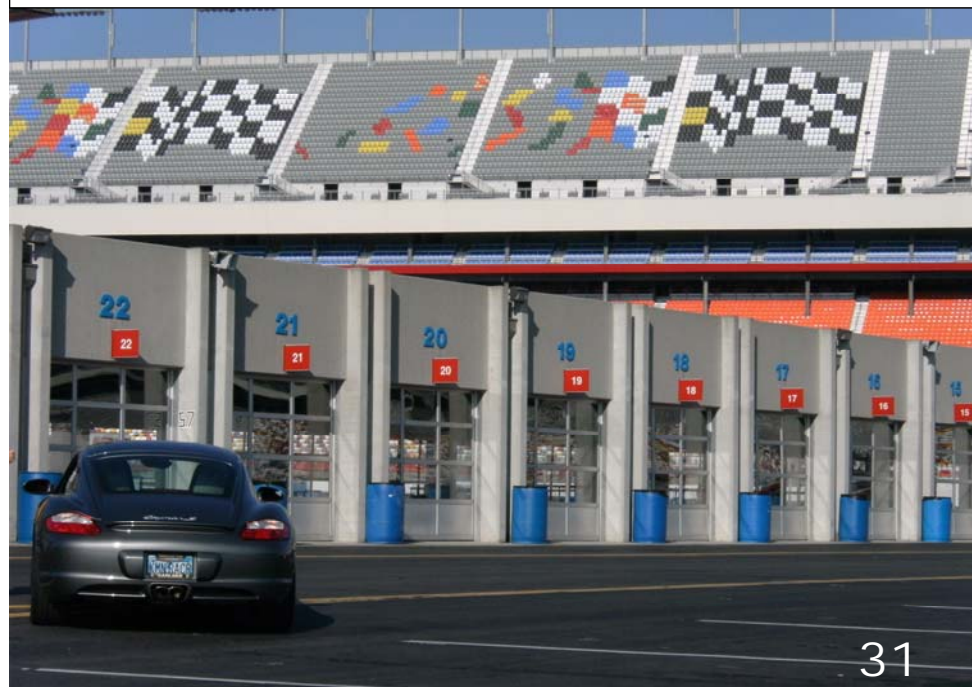
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PARADE 2008  
Miscellaneous  
Pictures

Nord Stern Editor (**above. left**) with Region of the Year trophy;  
Red River Editor (**above right**) with Enthusiast of the Year trophy.

**Below:** the seats at NASCAR's Charlotte Motor Speedway (now named after sponsor Lowe's stores) are the 'pixels' in some cute race-related images in the various huge grandstands. Hundreds of motorhomes sit in huge parking lots waiting for the next race weekend. Fans will arrive by car or plane and move their guzzlers to the campgrounds to party for the weekend.



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**Back from Charlotte, North Carolina.** Had a great time at Porsche Parade. David won two big trophies for Enthusiast of the Year Award out of all the regions, 50,000 members. He keeps one trophy, and one goes on to next year's Enthusiast of the Year. It has all the names of previous winners as well as David Grant's name engraved onto it. Wow! Quite the acknowledgment!

We also won the table centerpiece because we had the oldest Porsche at the table with one of our 356 Porsche's being a 1962. We brought home the centerpiece which consisted of cut plants and flowers and I'm hoping some of it will root because there were some really neat looking plants in there.



We volunteered at Tech, Rally and the Autocross. Wish they had given us more than one t-shirt each though because we had to wear the same yellow shirt at all the volunteer jobs over three days and it was hot. Handwashing in the motel sink was a bit unusual, but it solved that problem.

It was a long drive, 26+ hours each way and my White 1987 944S Porsche did it with no problems. Yeah! Congratulations again David!



*Vicki*



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## SUNDAY

August 10, 2008 - 3:00 p.m.

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Steven Reyna photos

## PRESIDENT'S RECEPTION, PARADE 2008

A very special event held during Parade week is this Reception. Invitees include some of PCA's most prominent national level volunteers, such as elected executive, tech advisor team, and zone Representatives. As ENTHUSIAST OF THE YEAR, I was handed a very nice invite card early in the week.

We had been working at the autocross lot from about 6 am until nearly 4 pm, followed by a dash (through big city rush hour traffic) back to the Charlotte Convention Center, for a few minutes of the historic Porsche display. Our Tuesday (indoor) pictures were not great, so we bought a new camera that evening. Dr. Hans-Peter Porsche had been signing autographs as the display closed, and Vicki asked him to sign our Brochure. I wanted to ask him to sign my new trophy, but it was still in the car 2 blocks away. I asked Dr. Porsche if he would be at the reception at 6:30, he said yes. My plan was falling into place!

We went to Parade headquarters, for some interesting conversation in the hour+ until the reception. We then started walking south, following the printed instructions. After a few blocks, it became obvious that the address was not to the south. It was too hot to run, so we were a bit late by the time we walked 6 more blocks northwards. There is a reason that a good PCA rally has a course checking car: just in case the instructions are backwards!

The Reception line was in full swing when we arrived. The restaurant has the whole 27th floor of a very nice office building. We brought the keeper trophy, disguised in a cloth bag from Canada-West's 1984 Whistler Weekend. I set it up on one of the small tables near a window. When it seemed Dr. Porsche was not busy, I brought the trophy and Stephen, a mutual friend asked him to sign it. It spent the rest of the time at our table, attracting lots of important visitors.

## Upcoming Fun Events

### PICNIC IN THE PARK

**Each summer we hold a picnic in a nice city park. We will provide a BBQ, some great food and soft drinks. You are invited to bring suitable games and toys, a special food item, if you want, and of course your family and/or best friend.**

**As we have done in the past, we will be driving to the Pony Corral to show our cars later in the afternoon.**

**Remember: August 17 at King's Park**

### VINTAGE RAIL TRIP

**In September 2007, it was proposed that we go as a group on the PRAIRIE DOG CENTRAL rail trip to see rural Manitoba (Grosse Isle) as the leaves turn to their fall colours. While quite a few wanted to go, it was a bit late to set a date, and it was decided to postpone the trip to 2008.**

**Now it is your turn to RSVP to Vicki with your favourite date ... Sept. 13 or Sept. 20**

THE PUBLIC IS INVITED TO GIMLI HARBOUR  
ON JULY 23, 2008 FOR THE UNVEILING OF A  
SEAWALL PAINTING, COMMEMORATING  
1983'S WORLD-FAMOUS GIMLI GLIDER



Photo Courtesy of Wayne Glowacki w. Winnipeg Free Press Permission

My memories, as written for the Gimli Art Club, for their July 23, 2008 party for the 25th anniversary, by Keith Berglind

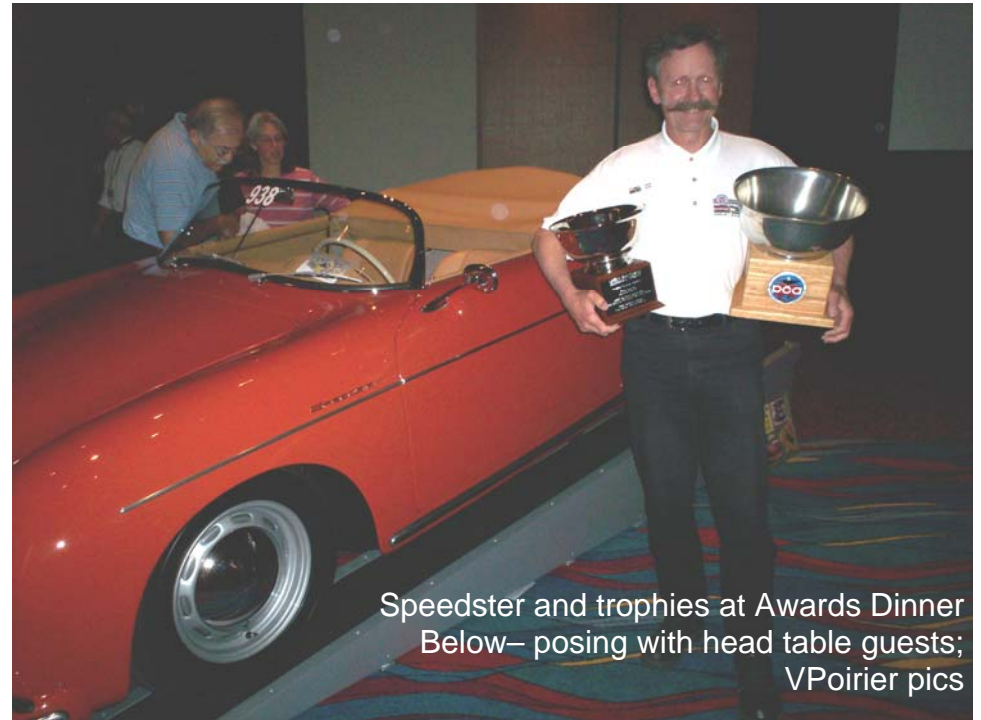
## A Special Moment at Gimli

The two main criteria for experiencing a surreal moment in time are: You have to be at that special place, at the right time. You have recognize the ambient importance of what you are experiencing.

The evening of July 23, 1983, at the Gimli Motorsport Park, allowed me to meet and embrace the significance of those criteria as events unfolded in our otherwise quiet and controlled small racing community. The Air Canada Gimli Glider suddenly appeared, very quietly, at the south edge of our race track, early in this quiet evening. No-one saw it coming until the last moments. Then it parked, very silly looking, down on its nose, a very few feet short of the first of our camped-out race crews and their families. The first impressions were that it was huge and out of place. "What is that thing doing there ?", "Where did that come from ?"

Next year, Porsche Parade is in Keystone, Colorado. 2010 Parade was announced at this year's Charlotte Parade and will be in St. Charles, Illinois, both a fairly easy drive from many of the Zone 10 Regions. Hopefully, Zone 10 Regions can muster a large attendance in more easily accessible Keystone. There are few nicer places in the country than the Colorado mountains during the summer. Take a look at the Parade 2009 website just activated at [www.porscheparade2009.com](http://www.porscheparade2009.com).

I hope to see you at one of these upcoming Parades. Start planning now. Keystone registration opens March 2, 2009 **Doug**



Speedster and trophies at Awards Dinner  
Below- posing with head table guests;  
VPoirier pics



der were on display.

Porsche AG retired competitions manager and car project leader Norbert Singer was on hand both mornings to present his experiences with Porsche racing from the inside, truly unique perspective and one possibly not to be repeated.



Tuesday evening was dedicated to the Nacho & Margarita Party with awards including the results of the Newsletter contest. Nord Stern's Christie Boeder took second in the Class IV competition, with Kansas City's Cindy Thomas also taking home a second place in Class III

Wednesday was Autocross day at Lowes Motor Speedway 18 miles north-east of the uptown area. With a few glitches at the beginning, things ran more or less smoothly the rest of the day finishing approximately 2 hours later than planned. Dinner for Wednesday was on your own, but the day was finished with a desserts party later in the evening where the TSD Rally and Autocross awards were announced

Thursday brought the volunteer workers brunch recognizing the contribution of all the volunteers that make Parade function. And it takes a bunch of volunteers. Huge quantities of door prizes were given away ranging from shirts to gasoline cards to sets of tires.

Next, and nearly last, on the Parade agenda was the Zone Challenge. This year Zone 23 was formed with our Zone 10 and Zone 13 teaming up. There was a new team fielded this year consisting of the PCA Executive Council, Parade sponsors, and the Porsche AG and PCNA delegations - lots of horsepower, little control, with a decidedly older suspension. Challenges this year consisted of a tire changing drill, Porsche valve spring replacement, and a race driving simulator. Zone 23 smoked the competition in the valve spring replacement, held our own in the tire change, and fell short in the race simulator. In the end, we fell short of Zone 1 who was able to field a huge team complete with a cheerleader squad. Parade 2008 ended with the traditional Victory Banquet, final awards, and door prizes including the annual all expenses paid trip to Germany for a lucky PCA member to visit the Porsche factory and other lesser sights.

Then moments later, the escape chutes deployed, people scattered everywhere, with the Winnipeg Sports Car Club race crews quickly responding to the smoke coming from the nose wheel compartment. This was easy for racers and their families. They are used to things happening suddenly. Race cars do crash and catch fire, so it was natural for these racers to respond instantly and rush there with all the fire extinguishers on site. Moments later, all 17 fire extinguishers were empty, the fire was out, the people were all safe away from the plane and quiet again prevailed.

### Phase two: the quiet time

An otherwise enormous event had suddenly taken on a surreal setting that even a movie director probably could never imagine to create. The huge plane sat quietly, on its nose which was silly enough, but the four escape chutes stuck awkwardly out to the side. It was now abandoned and forlorn, looking homeless. The lone captain stood, less his cap, beside his wounded chariot, waiting for the world of rescue to arrive. Indeed, he could hear the cry of fire trucks approaching in the distance, from some far-off emergency service center. He was calm, yet probably wondering what would come next. Who would come to "rescue him and his group of miss-placed travelers".

The passengers by now were sitting at a collection of card tables and chairs, being served coffee and drinks by the Winnipeg Sports Car Club family of racers and crews. These displaced passengers looked so calm, yet out of place by their calm attitude and the fact they were shoe-less. Their shoes, glasses and purses had been left behind before they slid down to safety. Nervous chatter abounded.

It was very quiet. Birds were chirping, there were no cars running their engines, because there was nowhere for anyone to go. They were sitting waiting to be "rescued".

The fire department stood idly by. Fire trucks off to the east, safely back from the forlorn plane, firemen in their heavy fire garb, with no fire to put out, but uncertain about going home, because they were at a plane crash. No one seemed to know what the next step would be. The RCMP had arrived, prepared to take charge, but all was under control. Soon they had a typical RCMP Suburban truck backed up to the plane and they set about to secure the passengers possessions, mainly their shoes and purses. It was hard for them to secure the site by telling the racers who had put out the fire, and looked after the passengers, that they now can't go near the plane, because it was now a "secure area". Crash scenes have to be "secured". Standard operating procedure.

So everyone waited. And drank coffee and pop. It took forever to finally transport the passengers and crew off to a local hotel. Only then were the chairs and tables returned to the camping racers and everyone could go to bed. As darkness settled over the scene, the last views were of this huge, forlorn and wounded master of the skies sitting all alone in the moonlight.

**We all knew that racing would go on as usual next day. Air Canada would have to worry about taking their sad toy home. That was their problem, we were there to race, and we did.**

43.535 Mark S  
 44.320 John F  
 44.336 Art S  
 44.467 Jan Z  
 44.693. Martin W  
 44.855 Mike W  
 45.053 Taylor K  
 46.034 Leo R  
 46.049 Marion S  
 47.531 Dan G  
 47.641 Patrick S  
 47.727 Jordan V  
 48.003 Gord Y  
 48.038 David G  
 51.112 Curtis M

**Thanks to the Corvette Club for today's cool T-shirt Prizes**

**Thanks to Mark for his awesome course design, set up, and for letting 2<sup>nd</sup> place and 3<sup>rd</sup> place receive the prizes.**

**Thanks to Vicki for doing the Timing**

**Thanks to David for organizing the event, working the grid, and applying for the insurance.**

**Thanks to Dennis and Hamish for their starter duties.**

**Thanks to all who chased cones in the rain.**

**We can not do this without our volunteers.**

**Thanks again!**

*MCK9*

There is no substitute.

River, Nord Stern, Ozark Lakes, St. Louis, Wichita, and Kansas City Regions were able to attend

Monday was tech quiz and gimmick rally day with drivers and navigators needing to navigate one of two routes while attempting to follow directions and instructions interspersed with riddles and puns. Tours of area NASCAR shops and seminars filled the remainder of the day.

Monday closed with the Concours Banquet with its numerous awards and door prizes. Our Zone 10 was well represented in the top PCA awards presented. The Nord Stern Region received the Ferry Porsche "Region of the Year" trophy while David Grant of the Red River Region was awarded the Lazar-Blanchard "Enthusiast of the Year" trophy. Both awards were presented by PCA President Prescott Kelly and Hans Peter Porsche of Porsche AG attending his 30th Porsche Parade. David was able to have Peter Porsche sign his "keeper" trophy later in the week for a significant enhancement.

Tuesday was the time-speed-distance (TSD) Rally for the serious rallyers who returned to an ice cream social in the uptown park and technical seminars all afternoon. This was also the first of 2 days for the Heritage and Historical car display. Some 68 Porsches ranging from early production cars and early race cars through the latest road cars and the RS Spy-





# PORSCHE PARADE 2008, Doug Pierce's Zone 10 REPORT FROM CHARLOTTE

This year's Porsche Parade was headquartered in uptown Charlotte, North Carolina, a much different atmosphere in comparison to the San Diego resort of last year, but just as accommodating. The weather cooperated with cooler than normal temperatures and low humidity, very unusual for late June/early July according to the locals.

Early Saturday morning the 13 PCA Zone Representatives gathered for meetings and review of presentations for the 2009 PCA Escape. 3 very high quality, attractive presentations were received and resulted in a difficult selection process. The Escape proposal accepted was that for an Escape to the Birthplace of Aviation, Dayton, Ohio, October 1-4, 2009, to be hosted by the Ohio Valley Region. That afternoon was the PCA Board of Directors meeting attended by a packed house.

Sunday, Concours day. Hundreds of Porsches occupied one of the central streets of uptown Charlotte with Porsche paddock areas for cars not being judged down many of the intersecting side streets. Porsches of all production models through nearly the entire history of Porsche were displayed.



Again this year prior to the Sunday evening Welcome Party, we had a Zone 10 get together at a place called Jolina's just a block or so from the Parade Center Westin hotel, an interesting combination of Tex-Mex and Carolina BBQ. Approximately 25 Zone 10 members representing the Central Iowa, Dakotas, Red



## July 12, 2008 PCA Autocross

Our four 2008 autocrosses were held every 2 weeks starting from the earliest date Springs gave us, May 31.

I put a lot of time getting my 917 ready for July 12, as I wanted to make sure everything was working. Another vintage race car came out: the Mazda RX3 was a small sedan with an RX7 rotary drivetrain. We had a good mix of cars, including a group of Corvette club members, including one long-term member who flagged for us, but did not bring his Vette. We also had a local rally team, the Z-drills. They were 2007 National Champions, in 2 categories.

We ran our usual tire-temp and handling test (skid pad) session, then cones were arranged to Mark's plan. When our course walk and snack were done, rain was added to the cold and strong winds. Another day (like May 31) where all timed runs were wet. **David**



# OJIBWE FORESTS RALLY COMING TO A TOWN NEAR YOU

Mark your calendars! In one month from now, the best rally drivers on the continent will be blazing through Northern Minnesota's lake and vacation country. The 22<sup>nd</sup> running of the Ojibwe Forests Rally is based out of Bemidji, MN, and with the exception of local Motocross and the Vintage weekend at Gimli, there is no other motorsport of this magnitude within a mere four hours of Winnipeg. It is round#7 of the Rally-America national championship, and takes place on August 22<sup>nd</sup> & 23<sup>rd</sup> (Friday/Saturday), followed by a complimentary after-party/supper for absolutely everyone. If you've never had the opportunity to experience a rally first hand, now's your chance...there is no other rally in the year that is this close to Winnipeg, it has received the "Rally of the Year" award numerous times in its 22-year history, the most recent being 2007, and the roads among the four state forests that comprise the Ojibwe Forests Rally are considered some of the best rally roads in the entire country. As an added bonus, the event features both day and night stages, running until midnight in years past. As thrilling as it is to watch the daytime stages, there is nothing like a rallycar roaring towards your location, in the dead of night, in the middle of the forest...brakes and tailpipe aglow. It is an experience that you will remember for a long time... who knows, maybe you too will get hooked like the rest of us!

On that note, if you'd really like to see the action up close, as opposed to being limited to the crowd controlled spectator areas, sign-up as a Course Marshal, and you'll be guaranteed a number of stage-side locations to call your very own, and have the chance to drive the actual rally roads yourself. For those that can get away, working with the banner crew on Thursday and Friday morning is highly recommended as well, and for those that can stick around, de-bannering crews head out to the battlefield again on Sunday at 10am and are typically done by 3pm. Both Manitoba crews will be helping-out with the de-bannering effort as well, as it's very interesting to see the carnage left behind...annihilated trees and vehicle parts are usually abundant. The worker sign-up page is available at <http://www.ojibweforestrally.com/workers.php>...work as little or as much as you'd like.

With our mid-season break coming to a close and the event drawing ever closer, both Manitoba based teams are indeed prepped and "ready to go", and teams will begin arriving in Bemidji on the Tuesday, in preparation for registration, scrutineering, the shakedown stage and recce. There will be a number of female competitors on hand as well...so, to all significant others, come-out and show your support:





Above: keeper trophy on the hood of Vicki's car, the night it was awarded.

## PARADE TSD RALLY

We had to meet out of the city at 6:30 am Tuesday to get our checkpoint team ready. When we got our shelter and checkpoint set up, Vicki and I added a bit of Canada Day decoration to it. The other Canadian rallyists did not seem to know that the bigger flag was Manitoba's.

Our task was well rehearsed. When a rally car crossed a paint line on the road, a radio call went out from our roadside observer. Our official timer hit our timer button. Our record-keeper wrote the time on the entrant's time-slip, and on our checkpoint-log. A runner then took a fresh instruction sheet (for segment 7) and this slip to the team's navigator, **as in top pic, P.23**. The older cars waited in the shade; the others (air-conditioned?) just sat along our driveway for the 4 minutes to prepare for the next segment.

**Checkpoint 6 team in an idle moment in the lower pic, P.23.**

She Calls Shotgun

<http://expn.go.com/expn/story?id=3456315>

"Behind every successful Rally racer is an ace co-driver with a level head, an eye for the road and a Magellan-like sense of direction. That said, allow us to introduce you to Chrissie Beavis, Nathalie Richard, Jen Horsey and Brandye Conley"

Pictures from Ojibwe Forests Rally 2007:

[http://www.rally.subaru.com/event\\_2007\\_ojibwe\\_gallery.html](http://www.rally.subaru.com/event_2007_ojibwe_gallery.html)

Original ESPN2 broadcast of Ojibwe Forests Rally 2007:

<http://youtube.com/watch?v=cdKOWtsszck> (segment 1)

<http://youtube.com/watch?v=Vupc5kimUsY> (segment 2)

<http://youtube.com/watch?v=XZ0AtSt2m9E> (segment 3)

[http://youtube.com/watch?v=-f\\_ZavplhEM](http://youtube.com/watch?v=-f_ZavplhEM) (segment 4)

Additional event information is available at the following links, with further details being posted in the coming weeks. Please be sure to book your accommodations soon, as the nearby campgrounds and hotels/motels are booking-up fast:

<http://www.rally-america.com/event.OFPR.2008.php>

<http://www.ojibweforestrally.com>

Whether you'll be spectating or working, **email us at dcher-nick@westco.ca or zedrilaracing@shaw.ca** and we'll provide you with a recommended movement schedule and some first time tips as the event draws closer, which will make the first time experience all that more enjoyable. Hope to see you there!

In the meantime, these same professional drivers and co-drivers are currently preparing for and are on their way to X-Games 14, which will be televised live on ABC, Sunday, August 3<sup>rd</sup>.

"And, if you'd like to learn a little more about the sport of Rally, <http://www.wrc.com> has just released an excellent set of "What is WRC/Rally" video clips (**in the WRC TV section**), which explain some of the **interesting**/important elements of the sport, technical and otherwise."

**Courtesy of Team Rally Manitoba**

## A BIG ADVENTURE ON SHORT NOTICE

We had only a few days to get ready for our big trip to the 2008 PCA Parade. We had many Porsches to choose from, but considering the expected weather, Vicki's white 944S was our first choice. A white car with cold air blowing out of its dash— this might be useful on a humid southern afternoon in July. It was nearly 40C the day we left.

In our last few days before leaving, we had to leave our PCA activities in good hands. We would miss our friends and the events themselves, but at least the Members would not lose out.

The Parade and its host hotel had long since filled with advance parade-goers. I was able to find a small motel 2 blocks away with free parking (which can be a big deal in a big city) and a free shuttle to the Charlotte Convention Center.

We had to be in Charlotte by Monday evening. Sunday afternoon was the big Parade concours, and a meet-and-greet for Zone 10, so we wanted to arrive Sunday morning. We left early Saturday, in heavy rain, which did not let up for hundreds of miles. The rain tires that came with the car proved their worth in deeper puddles. Google said to drive through Chicago, but I plotted a route that did not go near the place. Dozens of traffic jams over the years have made me averse to that city in daytime. The later 944S have 80 liters on fuel capacity. This means you can go 10 hours on a tankful, but each one can cost about \$100. US gas was under \$4 a gallon most of the way, so most of our fill-ups were under \$80. Our segment of Interstate 75 was mountainous. The heavy rain and dark added to the challenge. At least traffic was very light between 2 and 5 am.

The motel let us move in late Sunday Morning, so we got cleaned up and changed and walked to the concours. It took all afternoon to see the cars. I got to speak with a concours judge (Denny joined SMR 6 years after I did, only 32 years ago; we had not seen each other for many years.)

The Zone 10 reception was shoehorned between the concours and the evening Parade receptions. It was fun to get to know others in Zone 10. (We were not a part of all the Parade activities, so we had the evening off).

I spent part of Sunday and Monday helping with the technical inspection of Parade cars. Before anyone enters the Parade rally, gimmick rally or Autocross, it must have a Parade inspection sticker.

On Monday afternoon, I attended the newsletter workshop and the rally volunteer meeting. Both were valuable.

We arrived at the Awards Banquet in lots of time. Doug Pierce, our Zone 10 Rep, and Jan Mayo, Awards Committee, arranged for our Banquet tickets. Our table was right in front of the stage, next to the tables for previous PCA executives and Factory folk, such as Hans-Peter Porsche. On each side of the stage were elevated ramps for an early 911 on the right, and a 356 Speedster on the left.

The announcement of Region of the Year started with reference to 6 months of winter, and a very busy 2007 schedule. Only when a further reference to the Loonacy Club Race made it clear this was not for Red River, but our neighbours to the southeast, Nord Stern. Bruce and Christie accept in the picture at right.



The announcement of Enthusiast of the Year began with a rather lengthy list of what I had done in 2007. There are 2 trophies, the nearly 50 year old silver one, with the names of all previous recipients, and one I get to keep.

The owner of the oldest Porsche at each table got to keep the centerpiece. Our pair of 1962 356s won us the vase and flourish of colour in the picture below !

